

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE, ENGINEERING, BANKING, MINING, MANUFACTURES.

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The price or Royalty as previously established, is five dollar per car. Here, then, is a fortune of a half million dollars simply awaiting the owner's call.

It is not supposed, however, that those now dormant greenbacks will long have to wait that call; besides, arrangements are being made, we are informed, to permit the use of the invention on all the remaining lines in the country.

Safety Car Wheel.

Among other useful improvements for the avoidance of accidents upon Railways, we notice a new car wheel has been recently patented.

As it is not the business of this JOURNAL to puff any man's goods or inventions, we simply refer briefly to those which seem to possess real value, for the purpose of adding our mite towards the prevention of those frightful Railroad slaughters, so fearfully prevalent now-a-days.

It is believed fully one-half of all those accidents occur from the breakage of wheels. Seemingly the new wheel referred to, cannot break; and it would require almost unheard of power, to fracture or tear it to pieces. Hence all the terror and danger to passengers occurring in case of such accident, from flying fragments, would be wholly obviated wherever this new wheel might be employed. All those casualties, too, especially in frosty weather, arising from concussion, sharp curves, uneven, or slightly misplaced rails, will be avoided; and people will be enabled to travel with a far greater sense of security.

It is not generally known, but is a fact nevertheless, that the average of wheels broken while running, on some roads, are from 20 to 30 every week through the year.

Undoubtedly then, this is a most prolific source of fatal accidents; and as we have frequently urged in these columns, it is the rigid duty of Railroad Companies to avail themselves at whatever cost of every possible preventive of disaster.

The wheel here spoken of is lighter, stronger and more shapely than any other, and can be furnished some \$75 less per car of eight-wheels, than any now running.

As soon as the Patentee can avail himself of capital, or manufacturing facilities, we shall hope to see his Safety Wheel come into general use.

Chesapeake and Ohio Railroad.

The development of the coal and iron mines on the line of the Chesapeake and Ohio Railroad is progressing with great rapidity. Each day brings intelligence of some new company commencing to erect a furnace or open a mine for the shipment of ore or coal.

The Chesapeake and Ohio Railroad Company, making arrangements to meet the increased demands that these new enterprises will make upon their motive power and roadway, have, within the last few days, contracted with some of the first makers in the United States for fifty-four new freight engines of the best class, and are just receiving one thousand tons of steel rails, to be followed up rapidly by other large supplies.

These steel rails are designed to replace so much iron rail as yet remains in the main track, and thus release the latter, so that it may be used in the construction of branches to some of the iron and coal mines which are a little away from the main line.

Some of these branches are already completed and others are in process of construction. Their length varies from one to seven miles.

The management of the company is exhibiting great wisdom in the means it is adopting to develop the mineral wealth on its line, and will speedily be rewarded by a rich harvest of business.—*Richmond Dispatch*.

Alarms at Railway Crossings.

Mr. Z. M. Chapman of Sterling, Ill., has invented an alarm which is designed to give timely warning of the approach of a train to a street or road crossing, and is equally adapted to city and country use. The apparatus is so constructed that when a train passes a given point, eighty or less rods away, it will set simple machinery in motion and cause a bell to be struck with hammers thirty-two times in rapid succession, thus giving ample warning to drivers of vehicles and pedestrians who might otherwise endanger themselves by crossing the track. Mr. Chapman's invention has been thoroughly tested at the grounds of the Northwestern Railway at Sterling, and has fulfilled every expectation, signaling without failure the twelve to seventeen trains which daily pass the station.

If what is claimed for the alarm can be realized it will be of great value at road crossings in the country, where, by reason of cuts or other obstructions to view, the approach of a train is hidden, and it can be applied with even greater advantage in towns and cities, where by

American Railroad Journal.

New York, Saturday, September 20, 1873.

Important to Railroad Companies.

True indeed is the saying that while some men achieve renown others have it thrust upon them. Equally true is it, that while some men toil all their lives to obtain a fortune, others there are, born perhaps under a more lucky star, who have wealth tumbled right into their laps, nolens volens.

Some half dozen years ago, an acquaintance of the writer invented and patented an improved Railway Car Truck, applicable alike to platform, passenger and palace cars. By dint of wonderfully persuasive power he succeeded in getting his invention adopted on two or three lines of Railway. Just then some new idea seized his brain, and like many another inventor, he forthwith drops his old love, and flips off to something new, and thus allows the truck patent to sleep.

Not really so, however, for within two or three weeks past, it has been discovered that this style of truck, which is really a most valuable improvement, has been applied on nearly a hundred lines of Railroad throughout the country; and from all attainable data it is supposed to be in use already on not less than one hundred thousand cars in the United States alone.

reason of the immense traffic on some streets an effective warning is urgently needed.

Camden and Atlantic Railroad.

The receipts from operations of this road for the year ending December 31, 1872, were as follows:

From passengers.....	\$288,029 22
" freight.....	112,454 17
" express.....	23,212 06
" ferry.....	86,771 75
" May's Landing Branch.....	2,329 46
" U. S. Mail.....	3,000 00
" miscellaneous.....	1,233 37

\$467,036 08

Expenditures, viz:

Running account.....	\$64,649 05
Workshop.....	5,304 43
Repairs to engines.....	14,439 69
Repairs to cars.....	15,455 16
Superintendence.....	34,090 85
Station.....	14,234 44
Repairs to real estate.....	528 50
Road repairs.....	47,755 93
Stations repairs.....	2,815 30
Telegraph.....	861 18
Ferry.....	51,528 10
May's Landing Branch ..	6,288 47

\$257,451 60

Cr: By renewal of roadway 2,534 92

254,916 68

Earnings less expenses..... \$212,119 35

Against which is charged—

Balance from December 31, 1871....	\$62,039 99
Interest on bonds.....	76,359 61
Dividend 8½ per cent on preferred stock	29,309 00
Interest, insurance and legal expenses	25,598 43
Taxes, car hire, etc.....	9,428 11
Balance December 31, 1872.....	9,384 21

Total, as above..... \$212,119 35

Compared with the previous year the gross earnings show an increase of \$63,454 39; with an increase in expenses of operating, excluding renewals of roadway, of \$14,985 71. Including renewals of roadway, the expenses show a decrease of \$31,015 81. The President in his report says:

The above statements exhibit an improvement which cannot but be highly gratifying to the stockholders, and particularly so, as the increase is not confined to any one locality, nor to any one description of traffic; each station on the line and each branch of trade having contributed its due proportion.

Nor is the increase confined to any particular period of the year; every month in 1872 showing a larger receipt than the corresponding month of 1871, giving promise of a prosperous future by its uniformity and regularity.

The development of the local traffic is particularly encouraging, as owing to the peculiar character of the business of this road, which requires the maintenance of a heavy equipment to meet the summer demands; any accession to the local trade distributed, as from its nature it must be, throughout the year, is sensibly felt, as well in the economical working of the line, as in the receipts of the company.

The receipts from the May's Landing Branch have not been large, but it was not anticipated that they would, for several years to come, equal the expenses, and sufficient time has not yet elapsed to judge fairly of what they may be in the future.

There is little doubt that the traffic to and from May's Landing has increased since the opening of the Branch Road, but to what extent it is impossible to determine, there being no standard with which to compare last year's business, and as this increase, whatever it may be, passes over the greater portion of the main line, the actual loss,

to the company may not have been so great as the returns would seem to indicate. The rent and working expenses amounted to \$6,288 47, the receipts to but \$2,829 46.

On the other hand, the acquisition of the ferry has proved a wise and judicious act, not only in a pecuniary point of view, but as enabling the company to transact its business in a much more satisfactory manner than was possible, while it remained under a separate management.

On taking possession of the property, it was found that the boats and slips required immediate and extensive repairs. \$30,688 88 were expended on the former, and \$1,656 06 on the latter, which placed them in such condition, that, it is believed, they will require nothing for five or six years, beyond ordinary repairs. As this expenditure was incurred to enable the company to enter upon the business, it should be placed to the first cost rather than to the working expenses for the year.

Deducting these repairs from the working expenses, the following is the result of the year's operations:

Receipts from the ferry.....	\$36,771 75
Working expenses of ferry.....	19,233 16

Net earnings..... \$17,538 59

Two new locomotive engines have been ordered deliverable in May.

The First Mortgage Bonds, which were payable January 1, 1873, have been extended for twenty years, the future interest made payable in gold, or its equivalent.

The company have 10 locomotives, 19 first-class and 26 second-class passenger, 5 baggage, 2 mail, 1 smoking, and 108 freight cars. Number of miles run by locomotives, 204,790. Number of through passengers, 78,526; do. way do., 271,569; do. excursion, 67,091. Tons of freight carried, 69,324.

GENERAL BALANCE SHEET, December 31, 1872.

Cost of road..... \$1,780,076 57

Construction charged during the

year 1872..... 10,546 82

Equipment..... 376,194 87

Steamboats..... 76,800 00

Express Teams..... 3,429 40

Materials on hand..... 23,741 97

Bills receivable..... 10,383 74

Due by sundry debtors and agents..... 21,464 78

Stock and bonds of the Sea-View

Hotel Co..... 24,000 00

Cash..... 10,922 95

\$2,337,561 10

Stock, 7,548 shares common..... \$377,400 00

Stock, 16,748 shares preferred..... 837,400 00

Stock, scrip..... 1,069 58

First mortgage bonds..... 490,000 00

Second mortgage bonds..... 500,000 00

Bonds and mortgage..... 68,400 00

Second mortgage coupon scrip..... 250 65

Bills payable..... 30,208 85

Material bills..... 16,381 68

Wages..... 7,066 18

Profit and loss..... 9,384 21

\$2,337,561 10

President.—ROBERT FRAZER.

Directors.—Robert Frazer, Anthony J. Antelo, Andrew K. Hay, Samuel Richards, Walter D. Bell, Samuel R. Colwell, John Lucas, John F. Starr, James B. Dayton, Charles Cambios, Jr., Enoch A. Doughty, John S. Newbold, Charles F. Davenport.

Secretary and Treasurer.—D. M. ZIMMERMAN.

The Cairo and Fulton Railroad was completed on the 31st ult. to Fulton, in the extreme southwestern corner of Arkansas, four hundred and seventy miles from St. Louis. The road will be pushed on immediately to Texarkana, twenty miles beyond, where it will connect with the International Texas Pacific and the whole system of Texan roads.

Baltimore and Potomac Railroad.

At a meeting of the stockholders of this company held in Baltimore on the 8d inst., the following gentlemen were elected directors: B. F. Newcomer, George Small, George B. Roberts, J. N. Du Barry, Colonel Samuel Cox, Dr. Eli J. Henkle and Wm. T. Walters. At a subsequent meeting of the directors the following officers were chosen: Hon. Oden Bowie, President; J. N. Du Barry, Vice President and General Manager; S. Little, Secretary and Auditor; and J. S. Leib, Treasurer.

The president submitted the report of the president and directors for the last year, which, on being read, was, on motion, accepted and ordered to be published as part of the proceedings of the meeting.

REPORT OF THE PRESIDENT.

To the stockholders of the Baltimore and Potomac Railroad Company:

In compliance with their charter, the president and directors submit their annual report. At the last annual meeting the road from Baltimore to Washington, having been completed and opened on the second day of July, 1872, had been in successful operation two months. On the first day of January of the present year the main stem from Bowie to Pope's Creek, on the Potomac river, was opened to travel, and two trains are run daily over it each way, one being a passenger train, and the other a mixed passenger and freight, thus affording ample facilities to a productive country heretofore dependant upon water transportation, after long hauls and over bad roads.

On the 29th day of June, 1873, our passenger trains, which had previously been compelled to stop beyond the city limits, commenced to run regularly through the tunnel to the depot in Calvert street. The tunnel, which far exceeds in its extent and cost any yet completed in this country, has been found to be perfect in its construction, and to give admirable satisfaction to passengers, who find not the slightest inconvenience from smoke, but experience sensations of surprise and pleasure in passing through its subterranean depths under the centre of a great city. The double track through it has been laid and ballasted.

The depot and station houses at Pennsylvania avenue and Charles street have been sufficiently completed for use by passengers; and arrangements having been made with the Northern Central Railway Company for the use of its Calvert Station as the starting point for our trains, the Baltimore travel over the road has the unrivalled advantage of being able to take our cars at either of these three stations, or at Lafayette Station, or at the stock yard, as may be most convenient.

Satisfactory progress is still being made upon the grand depot building in Washington. When completed, its arrangements and conveniences will be perfect, and it is intended that it shall be an ornament to the National Capital, which, if ever the projected park there is completed, and near the proposed ground of which it is located, will be one of its most strikingly ornamental features.

There are few points on the main stem from Bowie to Pope's Creek where sidings are intended to be placed and proper freight and station houses erected, which have not yet been done, but which will be very shortly, as the materials, having been in temporary use elsewhere, are now available for these permanent locations.

Thus we have the road completed, and its buildings nearly all erected. The last report detailed the character of the bridging, iron and other material used in construction, all of which have been the very best.

The unprecedented freshets of last month, never known by the residents of the sections in which they prevailed to have been equalled in force or volume, did considerable temporary damage to the road, and caused an entire cessation of travel for several days. The earnest zeal and energy of

the proper officers soon, however, restored the road and resumed the regular travel, including the through to New York, which had just been opened by our tunnel and Union Railroad; and by our late experience we hope to convert the annoyance and temporary loss into great permanent good.

Having seen where the road might be improved and perfected, our efforts are already directed to that end; the banks in many places will be widened, numerous culverts enlarged, and in several cases bridges substituted for culverts; and thus the danger from freshets averted. The completion of the tunnel now brings all our mileage into operation, and we believe that the next twelve months will demonstrate the value of the road in its handsome earnings. Its operations prior to its final completion was intended only to settle and strengthen its bed, and on the main steam from Bowie to Pope's Creek mainly as a public convenience to gratify the universal desires of the section of the State through which it passed, and with no expectation of profitable results.

Of course, so long as our passengers and freight had to be landed beyond the city limits, several miles from the commercial and resident sections of the city, and to be carried over unpaved roads and sideways before reaching the streets of Baltimore, we could not hope to draw largely from old established and well managed lines of travel. But an examination of the treasurer's report, herewith submitted, shows a much more favorable exhibit than could have been expected, and that, under all its disadvantages, the road has been operated at a small profit.

Now that we are finally ready for travel and freight, with our main depots in the centres of Baltimore and Washington, and the choice of stations in different localities in both cities, that the tunnel gives us greatly the best advantages for through connections North, South, East and West; that arrangements for these have been made, and others for both local freight and travel are being perfected; that our equipment of engines, of passenger, palace and freight cars of all kinds is ample, new, and of the most approved character, we feel assured that the faith of the friends of the road is about to be realized, and their confidence rewarded.

For the successful results of the past year, much is due to the different officers of this road, who have never seemed to weary in the proper efforts to bring our new candidate for popular favor and patronage fitly before the public.

The board of directors have recently had the misfortune to lose two of their most useful and valued members. One of them, Hon. James C. Clarke, has been chosen Vice President of the Great Erie Railroad at a salary commensurate with his eminent abilities, and it is with much regret that we shall lose his services to our board and to the State of Maryland.

The other, Colonel Wm. D. Bowie, who had been a director from the earliest organization of the company in 1858, and who in that long time scarcely ever failed to attend a meeting of the board; whose deliberations, his sound, mature, and always unprejudiced judgment greatly influenced, has been called hence after a long, pure and well spent life.

These vacancies having so recently occurred, the board did not think it proper to fill them, in view of the present approaching meeting of the stockholders.

ODEN BOWIE, President.

[The Pennsylvania Railroad Company gives notice to the stockholders that the fourth instalment of 25 per cent on the allotment of new stock of 1872 will be payable between November 1st and 28th, 1873, and an instalment of 25 per cent on the allotment of new stock for 1873 will be due at the same time. The remaining instalment of 25 per cent, it is also stated, will be received from such stockholders as may desire to pay in full for their shares.]

101 Railways of Great Britain.

The railway statistics of the United Kingdom for 1872 have just been published by the Board of Trade. The total length of line opened for traffic at the close of last year was 15,814 miles, an increase of 438 miles as compared with 1871, and more than double the mileage of 1853. Of the present lines England and Wales have 11,136 miles, Scotland has 2,587, and Ireland 2,091. The total authorized capital is £644,589,000, and the total paid up £569,000,000. Of this latter sum £289,000,000 is ordinary capital, £63,000,000 is guaranteed, £115,000,000 preferential, more than £56,000,000 consists of loans, and very nearly £86,000,000 is debenture stock. Of the authorized capital more than £532,000,000 appertains to English Railways. The Scotch lines account for more than £76,000,000, and the Irish for something less than £36,000,000. Of the paid-up capital, England has rather less than £474,000,000, Scotland under £67,000,000, and Ireland under £29,000,000. It will be seen that the paid-up stock and share capital of all the railways is rather less than £47,000,000, in addition to a total of rather more than £152,000,000 raised by loans and debentures. In 1853 the total authorized capital was under £367,000,000, and the capital paid-up was rather more than £273,000,000. In that year the ordinary stock was less than £165,000,000. We have no account of debenture stock until 1859, when it amounted to \$5,620,000. In that year the ordinary stock was £184,560,000, the guaranteed and preferential £63,555,000, and the loans £80,628,000, thus making a total exceeding £334,000,000. The amount of paid-up capital was then £33,430 per mile. In 1853 it was £35,561 per mile. It has now risen again to £35,984, or just about £20 per yard.

Such being the cost, we proceed to look at the year's work on these 15,814 miles of railway. The passengers carried were 422,875,000, in addition to more than 270,000 season ticket holders. England and Wales account for 372,450,000 passengers and nearly 218,000 season ticket holders. In 1853 the passengers carried on all the railways amounted to less than one-fourth the number in 1872, the total being 102,266,000. Of the passengers carried last year 37,678,000 were first class; 72,460,000 second class, and the enormous proportion of nearly 318,000,000 third class. The gross receipts from the passenger traffic were £22,288,000. In 1853 the amount was £9,100,000, or less than half. The increase compared with 1871 is considerable, the amount in that year being £20,623,000. The total receipts from the goods traffic last year exceeded £29,000,000. In 1871 the amount was under £26,500,000, and in 1853 it was under £9,000,000. It was not until after 1854 that the receipts from the goods traffic exceeded the proceeds of the passenger traffic, and the excess was of small proportion until 1860, when for the first time there was a difference of a million and more. The goods traffic produced fifty-four and one-half per cent of the gross receipts of last year. The proportion was rather higher in 1867, but with that exception it has always been less. The total gross receipts from the traffic (passenger and goods) in 1872 were £51,304,000, to which may be added rents, tolls, and the revenue from steam-boats, making altogether £53,235,510, or more than £1,000,000 per week. This shows a material advance on the previous year, the amount then being £48,892,780. In 1853 the total traffic receipts were a little over £18,000,000. The traffic receipts in 1872 were at the rate of 5s. 4d. per train mile. In 1871 the rate was 5s. 3d., and the year before

5s. 1d., which is the lowest on record. In 1853 the receipts were 5s. 5d. per train mile, and in 1856 they were as high as 5s. 11d.

In analyzing the receipts from the passenger traffic it is important to observe that more than half—that is to say, as much as £10,819,000—is from the third-class passengers is £4,819,000; from the second class, £4,198,000; and from season-ticket holders, £892,000. Excess luggage, parcels, carriages, horses, dogs, &c., account for £1,930,000, and mails £623,000. Of the £29,000,000 from goods traffic, merchandise yields £16,688,000; live stock, £1,078,000; and minerals, £11,226,000. The passenger trains traveled 93,000,000 miles, and the goods and mineral trains nearly 95,000,000. Adding the journeys of the mixed trains, we get a total of more than 190,000,000 miles, a distance exceeding the diameter of the earth's orbit. The weight of the goods traffic comprised 106,495,000 tons of minerals, 49,194,000 tons of general merchandise, and 23,613,000 tons unclassified. To carry on this traffic there were nearly 11,000 locomotives, nearly 24,000 passenger carriages, and more than 300,000 wagons. Other vehicles attached to passenger trains amount to 8,500, and miscellaneous vehicles used on the lines 5,000, making a total of nearly 349,000 under the head of rolling stock. It would be a curious piece of information to know how far all these vehicles would extend in a single line.

Against the gross receipts of more than £53,000,000, we have to put a working expenditure of £26,293,000, leaving the net receipts slightly under £27,000,000, the proportion of working expenditure to the gross receipts being 49 per cent. In 1871 this proportion was 47 per cent. In 1867 it was 50 per cent. In 1860 and 1864 it was as in 1871. In 1872, the proportion was 49 per cent on the English railways, 51 per cent on the Scotch, and 53 per cent on the Irish. The working expenditure of all the lines taken together includes £4,870,000 for maintenance of the permanent way, £7,146,000 for engine power, £2,150,000 for repairs and renewals of carriages and wagons, £7,574,000 for traffic charges, (coaching and merchandise,) more than £1,000,000 for rates and taxes, a little over half a million for Government duty, £300,000 "compensation for personal injury," &c., £186,600 compensation for damage and loss of goods, and £299,000 for legal and Parliamentary expenses. General charges, steam-boat, canal, and harbor expenses, and miscellaneous matters, make up the total working expenditure. The compensation for personal injury amounts to £246,700 on the English lines, the Scotch lines paying £41,300, and the Welsh £6,700.

[The Illinois Central Railroad Company and the Southern Railroad Association are building a link of about 85 miles between Cairo, Ill., and Jackson, Tenn., which will make a close connection with the entire Southern Railroad system, avoiding the water transfer of twenty miles between Cairo and Columbus, Ky. The work is progressing rapidly, and is expected to be finished about next October. On the completion of this road Chicago will have an uninterrupted railway line to Mobile and New Orleans by the Illinois Central Railroad, over which passenger trains will run the entire distance without change of cars.]

[The proposed Brownsville and Youngstown, (Penn.) Railroad, of which A. L. McFarland is President, is to extend from Brownsville, Fayette county, to Greensburg, Westmoreland county, by such route as may be deemed most practicable and important. Three routes have been suggested, but as yet the question has not come up for consideration. The Redstone Coal Company is taking an interest in the projected work, and will give it aid.]

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. [*] ...100	13,280,000	J. & J.	July '73 34	Long Island.....50	3,000,000	M. & S.	May '73 10e	Vermont and Mass.....100	\$2,460,000	M. & N.	May '73 2
Allegheny Valley.....50	2,266,350	— & —		Louisv., Cin. and Lex.....50	1,823,483	J. & J.	July '73 9	Warren (N. J.).....100	1,800,000	J. & D.	Dec. '71 34
Atlanta and West Point [*] 100	1,232,200	J. & J.	July '71 4	" " pref.100	845,700	J. & J.	July '72 4	Warwick Valley.....100	225,000	A. & O.	Apr. '72 24
Atlantic and Gulf.....100	3,693,200	— & —		Louisville & Nashville [*] 100	8,980,600	F. & A.	Aug. '73 4	West Jersey.....100	1,209,000	F. & A.	Aug. '73 4
" " pref.100	832,976	J. & J.	July '71 34	Louisv., N. Alb. & Chi.....100	8,000,000	J. & D.	Dec. '70 3	Winchester & Potowmack [*] 100	180,000	J. & J.	Jan. '73 3
Atlantic and St. Law [*] ...100	39,494,900	M. & S.	Mar. '73 2	Lowell and Lawrence.....100	200,000	A. & O.	Apr. '73 3	Winchester & Strasburg [*] 100	600,000	J. & J.	July '72 34
" new 1876 [*] 100	1,500,000	— & —		Lykens Valley.....20	600,000	F. M. A. N.	Feb. '72 24	Worcester and Nashua [*] 76	1,400,555	J. & J.	July '73 5
Avon, Genesee & Mt. "100	198,250	A. & O.	Oet. '72 14	Macon and Western.....100	2,500,000	J. & J.	July '73 5				
Baltimore and Ohio.....100	13,151,962	M. & N.	May '73 2	Maine Central.....100	3,400,500	— & —					
Washington Br. [*] ...100	1,650,000	A. & O.	Apr. '73 5	Manchester and Law.....100	1,000,000	M. & N.	May '73 5				
Parkersburg Br. pref....50	5,650,685	— & —		Marietta & Cincinnati.....50	1,372,801	— & —					
Berkshire [*] ...100	600,000	J. A. J. & O.	July '73 14	" 1st pref.50	810,719	M. & S.	Sep. '66 3s	Bleecker st. & F. Fy. (N.Y)100	900,000	— & —	
Bloomsburg & Corning [*] ...50	250,000	J. & D.	Dec. '72 24	" 2d pref.50	4,460,368	M. & S.	Sep. '66 3s	Boston and Chelsea [*] 100	110,000	A. & O.	Apr. '73 4
Boston and Albany.....100	19,664,100	M. & N.	May '73 5	Massissippi.....100	400,000	F. & A.	Aug. '73 3	Broadway (Brooklyn).....100	200,000	J. A. J. O.	Apr. '73 4
Bos. Cinc. & Fitch b. pref.100	635,200	— & —		Memphis & Charleston [*] 25	6,212,725	J. & D.	Jan. '69 3	Broadw. & 7th Av. (N.Y)100	2,100,000	J. & D.	Jun. '70
Agricultural Br. guar.....60,000	J. & D.	Dec. '72 23	Michigan Central.....100	18,733,204	J. & J.	Jan. '73 4s	Brooklyn City.....100	1,500,000	F. M. A. N.	May '73 3	
Boat, Conn. & Mont. [*] pref.100	800,000	M. & N.	May '73 2	Mill Creek & Minehill [*] 50	323,375	J. & J.	July '73 5	Brooklyn City & Newt.100	600,000	J. & J.	July '70
Boston and Lowell.....500	2,852,900	J. & J.	July '73 4	Milwaukee and St. Paul [*] 100	13,398,550	J. & J.	Dec. '70 7s	Brooklyn and Jamaica [*] 100	488 100	— & —	
Boston and Maine.....100	6,310,807	M. & N.	May '73 4	" " pref.100	10,825,777	F. & A.	Feb. '73 3s	Bushwick (Brooklyn).....100	302,000	J. & J.	July '73 3
Boston and Providence [*] 100	3,950,000	M. & N.	May '73 5	Hill & Schuyl. Hav. [*] 50	3,856,450	J. & J.	July '73 3s	Cambridge.....100	400	— & —	
Buffalo, N. Y. and Erie [*] 100	950,000	F. & A.	Aug. '73 34	Morris and Essex.....50	14,068,100	J. & J.	July '73 3s	Cen Park, N. & E. Riv. [*] 100	1,068,400	A. & O.	Oet. '67 2
Burlington and Mo. Riv. [*] 100	5,636,000	M. & S.	Sept. '73 5	Nashua and Lowell.....100	900,000	M. & N.	May '73 5	Citizens' (Phil.).....50	500,000	J. & J.	July '73 7
" " pref.100	1,485,900	M. & S.	Sept. '73 5	Naugatuck.....100	1,877,900	F. & A.	Aug. '72 6	Citizens' (Phl.).....50	200,000	M. & N.	Nov. '71 7
Camden and Amboy [*] 100	5,847,800	J. A. J. O.	July '73 24	Nequhoning Valley [*] 50	1,000,000	M. & S.	Mar. '73 5	Coney Island & Brook [*] 100	— & —	— & —	
Camden and Atlantic.....50	379,000	— & —		Newark and N. York [*] 100	977,400	J. & J.	Jan. '73 2	Dock, E. Bldw. & Bat. [*] 100	1,200,000	F. M. A. N.	Ang. '73 2
Cape Cod.....100	1,020,530	J. & J.	Jan. '72 24	New Bedford & Taunton [*] 100	500,000	M. & N.	May '73 10	Eighth Avenue (N.Y.)100	1,000,000	J. A. J. O.	Oct. '71 3
Cape May and Millville [*] 50	447,000	J. & D.	Dec. '72 3	N. Castle & Beaver Val. [*] 100	1,860,000	J. & J.	Aug. '69 12s	Elizabeth and Newark [*] 100	200,000	— & —	
Catasauqua & Fogelv. [*] 50	426,000	— & —		N. Haven & Northamp. [*] 100	605,000	J. A. J. O.	Sept. '72 3	42nd St & G. St. Ferry [*] 100	748,000	M. & N.	Nov. '71 5
Catawissa [*] 50	1,150,600	— & —		New Jersey.....100	7,256,200	J. A. J. O.	July '73 24	Frankf. & Southw. [*] (Ph.)50	491,750	J. & J.	July '73 5
" " pref.50	2,200,000	M. & N.	May '73 4	New London Northern [*] 100	1,418,800	J. & J.	Jan. '73 5	Germantown (Ph.)50	1,00,000	J. & J.	July '73 2
Cedar Rapids & Mo. R. [*] 100	6,850,400	M. & N.	May '73 14	N. Y. Cen. & Hudson [*] 100	39,428,330	A. & O.	Oct. '72 4	Girard College (Ph.)50	500,000	J. & J.	July '71 3
Central of Georgia.....100	4,666,800	J. & J.	Aug. '73 5	New York and Harlem [*] 100	8,500,000	J. & J.	July '73 4	Grand St. and Newton [*] 100	170,000	J. & J.	July '71 2
Central of New Jersey [*] 100	21,000,000	J. A. J. O.	July '73 3	N. Y. Prov. & Boston [*] 100	15,500,000	J. & J.	July '73 6	Green & Coates St. (Ph.)50	500,000	J. & J.	Jan. '73 4
Central Ohio [*] ...50	2,425,000	J. & D.	June '73 3	North Carolina.....100	4,000,000	J. A. J. O.	July '73 24	Heston, Mantua & Fairm. [*] 100	2,050,000	J. & J.	July '71 1
Central Pacific.....100	54,275,500	— & —		North Eastern (N.C.) pref.100	111,000	M. & N.	May '73 4	Lomb. & South Sta.(Ph.)25	105,000	A. & O.	Oct. '71 6
Chesumung [*] ...100	380,000	J. A. J. O.	July '73 14	Ohio and Michigan [*] 100	19,995,847	J. A. J. O.	July '73 3	Linden and Melrose [*] 100	200,000	— & —	
Cheshire, preferred.....100	2,100,000	J. & J.	July '73 2	Oil Cr. & Allegheny [*] 50	4,024,474	J. & D.	June '72 24	Metropolitan (Boston).....100	1,500,000	J. & J.	Jan. '73 4
Chicago and Alton [*] 100	8,929,900	M. & S.	Sept. '73 5	Old Colony & Newport [*] 50	4,254,450	J. A. J. O.	July '73 3	Middlesex (Boston).....100	400,000	A. & O.	Apr. '73 3
" " pref.100	2,425,000	M. & S.	Sept. '73 5	Owego and Syracuse [*] 100	6,207,900	J. & J.	June '73 24	Ninth Avenue (N.Y.)100	797,320	— & —	
Chicago, Bur. & Quincy [*] 100	18,652,910	M. & S.	Sept. '73 5	Penns. and New Jersey [*] 100	1,000,000	J. & J.	July '73 4	Orange and Newark [*] 100	282,555	— & —	
Chicago, Iowa & Nebra [*] 100	8,916,200	J. & J.	Sept. '73 5	Porter & Worcester [*] 100	2,823,400	J. & J.	July '73 5	Philadelphia City.....100	750,000	J. & J.	July '73 4
Chicago, N. Western [*] 100	15,038,480	J. & D.	Dec. '72 23	Poughkeepsie and Dury [*] 25	3,655,750	A. & O.	Aug. '73 1	Philadelphia and Darby [*] 20	200,000	J. & J.	July '71 2
" " pref.100	21,239,563	J. & J.	July '73 4	Ohio and Mississippi [*] 100	19,995,847	J. A. J. O.	July '73 4	Philips and Grey's Ferry [*] 50	284,775	J. & J.	July '73 2
Chicago, R. L. & Pacific [*] 100	19,000,000	A. & O.	Apr. '73 4	Oil Cr. & Allegheny [*] 50	4,254,450	J. & D.	June '72 24	Pbg. Alleg. & Manchester [*] 50	200,000	M. & N.	Nov. '69 8
Clin. Ham. & Dayton [*] 100	3,500,000	A. & O.	Apr. '73 4	Old Colony & Newport [*] 50	6,207,900	J. & J.	July '73 4	Second & Third St.(Ph.)50	888,100	J. A. J. O.	July '73 2
Cin. Sand. and Cle [*] 50	2,988,500	— & —		Owego and Syracuse [*] 100	2,425,400	J. & J.	July '73 2	Second & 17th streets(Ph.)50	962,100	J. & J.	July '73 6
" " pref.50	429,046	M. & N.	May '73 2	Pacific of Missouri [*] 100	3,635,750	A. & O.	Aug. '73 4	Sixth Avenue (N.Y.)100	500,000	J. & J.	July '73 2
Clev. Col. Cin. & Ind. [*] 100	14,591,275	F. & A.	Aug. '72 3	Panama.....100	7,000,000	J. A. J. O.	Oct. '73 2	17th & 19th streets(Ph.)50	500,000	J. & J.	July '73 6
Cleveland & Mahoning [*] 50	2,057,559	M. & N.	May '73 2	Patterson and Hudson [*] 100	1,626,250	M. J. S. D.	Sept. '73 3	Second & 16th street(Ph.)50	1,176,000	F. & A.	July '73 3
Cleveland & Pittsburgh [*] 50	11,236,180	F. M. A. N.	May '73 11	Patterson and Newar [*] 100	5,842,000	J. & J.	July '73 2	Third Avenue (N.Y.)100	1,176,000	F. M. A. N.	May '73 3
Col. Chic. & Ind. Cen. [*] 100	13,000,000	— & —		Patterson and Ramapo [*] 100	248,000	J. & J.	July '73 2	Somerville (Boston).....100	75,000	M. & N.	May '73 8
Columbus and Xenia [*] 50	1,736,800	M. J. S. D.	June '73 2	Pemberton & Hightstown [*] 50	342,150	J. & J.	July '73 2	South Boston.....100	400,000	J. A. J. O.	July '72 4
Colum. & Hocking Va. [*] 100	2,600,000	F. & A.	Aug. '72 3	Pennsylvania.....100	2,000,000	J. A. J. O.	July '73 2	Union (Boston).....100	200,000	J. & J.	July '72 6
Concord and Ports [*] 100	1,600,000	M. & N.	May '73 5	Peoria & Bureau Val. [*] 100	2,000,000	F. & A.	Aug. '73 4	Union (Phila.).....50	400,000	J. & J.	July '73 8
Conn. & Passn p. Riv. [*] 100	1,200,200	F. & A.	Aug. '73 3	Philadelphia and Law [*] 50	2,400,000	J. & J.	July '72 4	West Philadelphia.....50	400,000	J. & J.	July '73 8
Connecticut River.....100	1,850,000	J. & J.	July '73 5	Philadelphia & Reading [*] 100	32,684,375	J. & J.	July '73 5				
Cumberland Valley [*] 50	41,494,250	A. & O.	Apr. '73 4	" " pref.100	1,561,800	J. & J.	July '73 5				
Danbury and Newrwl [*] 50	400,000	M. J. S. D.	Dec. '71 4	Philadelphia & Portam [*] 100	1,500,000	J. & J.	July '73 5				
Delaware.....50	1,220,941	J. & J.	Jan. '73 2	Providence & Worcester [*] 100	2,000,000	J. & J.	July '73 5				
Del. Lackaw. & Westn [*] 50	16,568,360	J. A. J. O.	Aug. '73 3	Raleigh and Gaston [*] 100	1,600,000	J. & J.	July '73 5				
Detroit and Milwaukee [*] 50	5,221,140	— & —		Rensselaer & Saratoga [*] 100	6,000,000	J. & J.	July '73 5				
" " pref.50	2,056,000	J. & J.	Dec. '69 7	Roch. & Genesee Val. [*] 110	5,575,500	J. & J.	July '73 5				
Dubuque & Sioux City [*] 100	5,000,000	J. & J.	Oct. '72 3	Rome, Watert. and Ogd. [*] 100	2,995,900	J. & J.	July '73 5				
East Penneyvania [*] 50	1,308,200	J. & J.	July '73 3	Rutland [*]100	2,700,000	J. & J.	July '73 5				
East Mahanoy [*] 50	892,950	J. & J.	July '73 3	" preferred.....100	4,300,000	J. & J.	July '73 5				
Eastern (Mass.).....100	4,282,600	J. & J.	July '73 3	St. Croix and Penobscot [*] 100	100,000	J. & J.	July '71 2				
Eastern (N. H.).....100	492,500	J. & J.	July '73 3	St. L. Alt. & T. Haute [*] 100	2,300,000	J. & J.	— & —				
Kimura, Jef. & Canand [*] 100	500,000	F. & A.	Feb. '73 24	" " pref.100	2,040,000	J. & J.	May '68 7				
Kimura & Williamsport [*] 50	600,000	M. & N.	May '73 24	St. Louis and Iron Mt. [*] 100	10,000,000	F. & A.	Feb. '73 3				
" " pref.50	500,000	J. & J.	July '73 24	St. L. Kan. C. & North. [*] 100	12,000,000	F. & A.	Feb. '73 3				

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest.	Payable.	When Payable.	Market Price.		Amounts outstanding.	Interest.	Payable.	When Payable.	Market Price.
National Securities Sept. 1, 1873.											
Loan of June 14, 1858	registered	\$6,045,000	5	Jan. & July.	1874	112	Massachusetts—(\$30,712,882):		706,000	5	Vario
.. coupon		13,955,000	5	" "	1874	112	.. State (public works) scrip, '72		364,000	6	June & Dec.
Loan of February 8, 1861	registered	13,759,000	6	Jan. & July.	1880	116	.. State (public works) scrip		2,800,000	6	Jan. & July.
.. coupon		4,656,000	6	" "	1880	117	Union Fund Loan, 1861		600,000	5	" "
Oregon War Bonds of March 2, 1861	coupon	945,000	6	Jan. & July.	1881	109	Union Fund Loan, 1862		888,000	5	" "
Loan of July 17, and Aug. 5, 1861	registered	125,565,150	6	Jan. & July.	1881	116	Coast Defense Loan, 1863		4,379,500	5	May & Nov.
.. coupon		63,756,200	6	" "	1881	117	Bounty Loan, 1864		4,000,744	5	" "
Loan of Feb. 25, 1862 (5-20%)	registered	23,201,000	6	May & Nov.	1882	113	Bounty Loan, 1864, £226,600 stg		2,551,500	6	Mar. & Sept.
.. coupon	(5-20%)	187,367,050	6	" "	1882	114	War Loan (5-20) cur. 1866		7,175,451	5	April & Oct.
Loan of March 3, 1863	registered	58,555,000	6	Jan. & July.	1881	106	R. R. & Hoosac T. bonds, £1,448,700 stg		1,166,500	5	" "
.. coupon		21,446,500	6	" "	1881	117	R. R. & Hoosac Tunnel bonds, dollar		3,599,024	5	Jan. & July.
Loan of March 3, 1864 (5-20%)	registered	946,600	6	May & Nov.	1884	115	Michigan—(\$2,332,293):		51,000	6	Jan. & July.
.. coupon	(5-20%)	26,474,550	6	" "	1884	115	.. Canal Bonds, 1859		446,000	6	" "
Loan of March 3, 1865 (5-20%)	registered	33,886,550	6	" "	1884	115	.. 22,000,000 Loan Bonds, 1863		431,000	6	" "
.. coupon	(5-20%)	34,946,700	6	May & Nov.	1885	115	.. 42,000,000 Loan Bonds, 1863		718,000	6	" "
2d series (5-20%)	registered	58,471,650	6	Jan. & July.	1885	114	.. Renewal Bonds, 1868		463,000	7	May & Nov.
.. coupon	(5-20%)	148,388,400	6	" "	1885	115	.. Bounty (War) Bonds, 1865		160,000	6	Jan. & July.
3d series (5-20%)	registered	90,555,150	6	Jan. & July.	1887	114	Minneota—(\$350,000):				
.. coupon	(5-20%)	22,477,550	6	" "	1887	116	.. Sioux War Bonds, 1862		100,000	7	May & Nov.
4th series (5-20%)	registered	14,050,600	6	Jan. & July.	1888	114	.. State Building Bonds, 1867-'68 and '69		250,000	7	Jan. & July.
.. coupon	(5-20%)	24,276,250	6	" "	1888	116	.. Railroad Bonds (suspended) 1858		2,275,000	... June & Dec.	
Loan of March 3, 1864, (10-40%)	registered	140,387,600	5	Mar. & Sept.	1904	121	Missouri—(\$17,669,000):				
.. coupon	(10-40%)	54,179,700	5	" "	1904	112	.. State Bonds, proper, 1865-'68		439,000	6	Jan. & July.
Consols of July 14, '70 & Jan. 20, '71	registered	143,570,100	5	F. M. A. & N.	1881	114	.. Railroad Loans Bonds, 1854-'66		1,589,000	6	" "
.. coupon		106,429,000	5	" "	1881	112	.. S. W. Br. of Pacific R. R. bonds, guar		14,496,000	7	" "
Consols registered			4½	F. M. A. & N.	1886		.. State Bonds, funding, 1867-'68		2,727,000	5	" "
Consols registered			4	F. M. A. & N.	1901		Nevada—(\$660,000):				
.. coupon			4	" "	1901		.. State Bonds, for floating debt		600,000	10	Mar. & Sept.
Dem. Cer. of Mar. 2, '67, and July 25, '68 (cur.)				Dem.			New Hampshire—(\$2,405,400):				
Navy Pension Fund of July 23, 1868 (cur.)				Irrad.			.. War Loan Bonds, July 1, 1861		812,000	6	Jan. & July.
Certificates of Indebtedness 1870 (cur.)							.. War Loan Bonds, July 1, 1864		606,000	6	Mar. & Sept.
Pacific R. R. Bonds .. (currency)							.. War Loan Bonds, Oct. 1, 1866		750,000	6	April & Oct.
U. S. Notes and Fractional Currency ..							New Jersey—(\$2,896,200):				
State Securities, latest dates.											
Alabama—(\$15,422,000):							.. War Loan Bonds, 1861, tax free		1,200,000	6	Jan. & July.
.. Bonds (old and extended), 1866 and '72		2,582,800	5	May & Nov.	'86-'92	461	.. War Loan Bonds, 1863, tax free		1,002,000	6	" "
.. Bonds (new), '866, '68 and '72		2,386,000	8	Jan. & July.	'86-'92	84	.. War Loan Bonds, 1864, tax free		581,400	6	" "
.. Railroad Aid Bonds, 1870 and '71		2,620,000	8	" "	'86-'91		New York—(\$38,121,600):				
.. Railroad Bonds endorsed, 1870 and '71		13,600,000	8	" "	'86-'91		.. General Fund Stock		900,000	5	J. A. J. & O.
Arkansas—(\$1,000,000):							.. General Fund Stock		800,000	6	" "
.. Funded Bonds, 1869 and '70		2,850,000	6	Jan. & July.	'89-'90	38	.. General Fund Stock		348,107	5	" "
.. Levee Bonds, 1871		2,185,000	7	" "	1901		.. Canal Stock		1,189,780	6	" "
.. Deficiency Bonds, 1872		300,000	7	" "	1882		.. Canal Stock		1,108,420	5	" "
.. Railroad Aid Bonds, 1869 '70 and '71		5,465,000	7	April & Oct.	'89-'91		.. Canal Stock		7,408,000	6	" "
California—(\$3,31,500):							.. Canal Stock		2,572,000	6	" "
.. Civil Bonds 1857 and '60		2,108,000	7	Jan. & July.	'77-'80	117	.. Canal Stock		880,000	6	" "
.. Bounty and Relief Bonds, 1863 and '64		954,500	7	" "	'83-'85		.. Bounty Loan Bonds, 1867, registered		3,675,000	7	Jan. & July.
.. State Capital Bonds, 1871		250,000	7	" "	1891		.. Bounty Loan Bonds, 1867, coupon		3,722,000	... " "	
Connecticut—(\$15,767,300):							North Carolina—(\$29,900,045):				
.. War Loan, July 1, 1861, (10-20%)		706,700	6	Jan. & July.	1871		.. State (old) Bonds 1848 to 1860		4,738,000	6	Jan. & July.
.. War Loan, Jan. 1863 and '64 (20%)		2,586,000	6	" "	1871		.. State (old) Bonds 1848 to 1860		3,639,000	6	April & Oct.
.. War Loan, Oct. 1, 1864 (10-20%)		935,500	6	April & Oct.	1874		.. State (new) Bonds, 1867 to 1870		3,009,045	6	Jan. & July.
.. War Loan, Oct. 1, 1865 (20%) tax free		1,741,100	6	" "	1885		.. State (new) Bonds, 1867 to 1870		1,859,000	6	April & Oct.
Florida—(\$1,728,865):							.. Funding (Debt) Bonds, 1866		2,417,400	6	Jan. & July.
.. Convention Bonds 1868		30,000	8	April & Oct.	1888		.. Funding (Interest) Bonds 1868		1,521,400	6	April & Oct.
.. Bonds, 1868-'69		191,000	6	Various.	'88-'99		.. Special Tax Bonds		11,407,000	6	" "
.. Bonds, 1871		210,000	7	Various.	1901		Ohio—(\$9,022,721):				
.. Loan to Jack, Pensa, & Mob. R.R., 1870		4,000,000	6	Jan. & July.	1900		.. Loan of 1860 Bonds, skg fd		882,894	6	Jan. & July.
Georgia—(\$10,494,500):							.. Loan of 1860 Bonds, skg fd		1,600,000	6	" "
.. Bonds for W. & Atl. R. R. 1842 '43, '44 & '48		866,000	6	Various.	73		.. Loan of 1860 Bonds, skg fd		1,495,300	6	" "
.. Bonds for W. & Atl. R. R. 1842 and 1848		276,500	7	Various.			.. Loan of 1860 Bonds, skg fd		2,400,000	6	" "
.. Bonds for Atl. & Gulf R. R. '58, '59, '60 & '61		600,000	6	Feb. & Aug.			Oregon—(\$29,627):				
.. Bonds for Atl. and Gulf R. R., 1866		200,000	6	" "			.. Bounty and Relief Bonds of 1864		90,527	7	Jan. & July.
.. Bonds of Act of March 12, 1866		3,900,00	7	Jan. & July.	'72-'74		.. Willamette Can. & Lock Bonds of 1870		200,000	7	" "
.. Bonds of Acts of Sept. and Oct. 1870		4,880,000	7	Various.	'72-'74		.. Loan of Feb. 1867 (5-10%)		92,550	5	Feb. & Aug.
.. Railroad endorsements, to July 1872		12,000,000	7	Various.	1886		.. Loan of Feb. 1867 (5-10%)		3,786,550	6	" "
Illinois—(\$2,133,634):							.. Loan of Feb. 1867 (5-10%)		9,400	5	" "
.. Interest Bonds inscribed stock, 1847		971,834	6	Jan. & July.	'90-'92		.. Loan of Feb. 1867 (5-10%)		1,890,550	6	" "
.. Refunded Stock Bonds, 1859		348,000	6	" "			.. Inclined Plane Loan, of April 1849		400,000	6	April & Oct.
.. Thornton Loan Bonds, 1861		102,000	6	" "	1878		.. State Stocks (old)		1,997,050	6	Feb. & Aug.
.. War Loan Bonds, 1861		417,000	6	" "	1878		.. State Stocks (old)		5	" "	
.. Chicago Relief Bonds, 1871		250,000	6	May & Nov.	1880		.. (old)		42,715,860	5	Jan. & July.
Kansas—(\$1,336,975):							.. (old)		400,000	6	April & Oct.
.. State Bonds (various) 1863 to 1864		110,675	6	" & July.	1881		.. (old)		1,233,188	6	Jan. & July.
.. State Bonds (various) 1861 to 1869		1,226,000	7	" "			.. Funding Stocks & Bonds '66-'68		1,750,000	6	April & Oct.
Kentucky—(\$2,750,510):							.. Funding Stocks & Bonds		2,262,714	6	Jan. & July.
.. State Bonds 1838 and '43		160,000	5	Mar. & Sept.	'76-'79		.. Blue Ridge R. R. Bonds 1854		890,000	7	" "
.. State Bonds, 1840 to 1851		683,000	6	April & Oct.	1873		.. Conversion Bonds 1869		970,000	6	" "
.. Military Bonds, 1864 (15 or 30 yrs.)		309,000	6	Various.	'71-'72		.. Loan of Feb. 1867 (15-25%)		7,371,700	6	" "
Louisiana—(\$21,214,800):							.. Tennesssee—(\$30,952,156):		500,000	6	April & Oct.
.. State Bonds, R. R. Co's, 1840 to 1866		1,830,000	6	Various.	'93-'98	49	.. Railroad Loan Bonds		31,200,417	6	Jan. & July.
.. Deficiency (Treasury) Bonds 1853		750,000	6	Jan. & July.	1893		.. State Bonds (direct)		4,819,544	6	April & Oct.
.. Funded coupons (new) 1866-'68		997,000	6	" "	'86-'88		.. Endorsements		2,197,000	6	Jan. & July.
.. Levee Bonds 1867		4,000,000	6	May & Nov.	1897		.. Funded Interest Bonds		9,000,000	6	April & Oct.
.. .. 1866		1,000,000	8	Various.	1878		Texas—(\$3,397,325):				
.. .. 1870		8,000,000	8	Mar. & Sept.	1890		.. Frontier Protection Bonds, gold, 1870		700,000	7	Jan. & July.
.. Funded Floating Debt 1870		3,000,000	8	May & Nov.	1890		.. Deficiency Bonds, 1871		357,000	10	Mar. & Sept.
.. Penitentiary Bonds, 1869		500,000	7	Mar. & Sept.	1899		.. War Loan Bonds, coupons		621,000	6	June & Dec.
.. State Bds (N.O., Mob. & Chat. R.R.) '70 '71		3,250,000	8	Jan. & July.	'10-'11		.. registered		201,000	6	" "
.. Redemption (certificates) Bonds 1866		259,000	6	" "	1896		.. State Stock (old) registered		2,051,202	6	Jan. & July.
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869		480,000	7	Mar. & Sept.	1890		.. State Bonds (old) coupon		11,105,000	6	" "
.. Int. (C. N. La. & Tex. R.R.) Bonds 1869		546,000	8	April & Oct.							

AMERICAN RAILROAD JOURNAL

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price
			When.	Where.						When.	Where.		
Adirondack:							Brunswick and Albany:						
1st Mortgage.....	\$900,000	7	Jan. & July.	New York.	1886	....	1st Mort.(gold)end. by Ga.tax fr.	\$3,600,000	6	April & Oct.	New York.	1908	....
Alabama Central:							2d Mort. sinking fund gold.....	2,350,000	7*	" " "	" "	1893	....
1st Mortgage.....	1,000,000	8	Jan. & July.	New York.	1901	....	Buffalo, Bradford and Pittsburg:	580,000	7	Jan. & July.	New York	1896	....
Alabama and Chattanooga:							General Mortgage.....	700,000	7	March & Sept.	New York	1886	....
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, Corry and Pittsburg:	1,200,000	8	April & Oct.	New York	1896	....
2d Mortgage.....	9,000pm	8	" "	"	1889	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	92
Alabama and Georgia:							Buffalo, New York and Erie:	3,000,000	6	Jan. & July.	New York.	1896	....
1st Mortgage, guar by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	20,000pm	7* May & Nov.	N. Y. & Lond.	1899	86	
Albany and Susquehanna:							Buffalo, New York & Phila.:	5,058,350	7	April & Oct.	Boston.	1893	96
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	98	Stock Bonds pref 2d lien.....	600,000	7	" " "	" "	1875	....
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	97	Stock Bonds pref 3d lien.....	1,200,000	8	" " "	" "	1878	105
3d Mortgage.....	389,000	7	May & Nov.	"	1881	92	Stock (common) Bonds.....	980,000	8	April & Oct.	"	1879	97
Albany Loan.....	1,000,000	6	" "	Albany.	1895	....	Stock (common) Bonds.....	890,500	8	Jan. & July.	"	1894	98
Alexandria and Fredericksburg:							Stock (common) Bonds.....	1,377,840	8	" " "	"	1889	....
1st Mortgage.....	1,000,000	7	June & Dec	New York.	1896	....	Burlington and Missouri River:						
Allegheny Valley:							Land and R. R. Mortgage.....	5,587,971	8	Jan. & July.	Boston.	1894	94
General Mortgage.....	4,000,000	7.3	Jan. & July.	New York.	1890	93	Stock Bonds pref 2d lien.....	2,250,000	7	April & Oct.	New York.	1901	....
Special Mortgage to Penn.	3,500,000	5	"	Harrisburg.	....	Stock Bonds pref 3d lien.....	500,000	7	April & Oct.	Camden.	1879	95	
Androscoggin:							Cairo and Fulton (Arkansas):	3,500,000	7*	May & Nov.	Boston.	1895	50
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	1st Mort. (R.R. & lands) S.E. gold	8,000,000	7* Jan. & July.	New York.	1891	90	
Arkansas Central (narrow gauge):							Cairo and St. Louis (3 ft. gauge):	2,250,000	7	April & Oct.	New York.	1891	....
1st Mortgage.....	8,000pm	8*	Jan. & July.	New York.	1891	70	1st Mortgage.....	1,200,000	7	Jan. & July.	"	1891	....
Atchison and Nebraska:							1st Mortgage.....	1,377,840	8	" " "	"	1889	....
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	....	1st Mortgage.....	5,587,971	8	Jan. & July.	Boston.	1894	94
Atchison, Topeka and Santa Fe:							1st Mortgage.....	2,250,000	7*	May & Nov.	Boston.	1895	50
1st Mortgage (gold).....	15,000pm	7*	Jan. & July.	Boston.	1890	87	1st Mort. (R.R. & lands) S.E. gold	8,000,000	7* Jan. & July.	New York.	1891	90	
Land Grant Mortgage (gold).....	7,500pm	7*	April & Oct.	"	1902	....	Cairo and St. Louis (3 ft. gauge):	2,250,000	7	April & Oct.	New York.	1891	....
Atlanta and Richmond Air Line:							1st Mortgage.....	1,200,000	7	Jan. & July.	"	1891	....
1st Mortgage (guar. by Ga.).....	16,000pm	8	Jan. & July.	New York.	1900	88	1st Mortgage.....	1,377,840	8	" " "	"	1889	....
Atlantic and Great Western:							1st Mortgage.....	5,587,971	8	Jan. & July.	Boston.	1894	94
1st Mortgage (gold).....	18,000,000	7*	Jan. & July.	London.	1902	....	1st Mortgage.....	2,250,000	7*	May & Nov.	Boston.	1895	50
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....	1st Mort. (R.R. & lands) S.E. gold	8,000,000	7* Jan. & July.	New York.	1891	90	
3d Mortgage (gold) Income.....	28,000,000	7*	May & Nov.	"	1902	....	Cairo and Vincennes:	2,250,000	7	April & Oct.	New York.	1891	....
Atlantic and Gulf:							1st Mortgage.....	1,200,000	7	Jan. & July.	"	1891	....
Consolidated(285 m.)free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....	1st Mortgage.....	1,377,840	8	" " "	"	1889	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	"	var.	....	1st Mort. (skg fd) for \$9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	75
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	"	1888	....	Carthage & Burlington(C.B. & Q.):	600,000	8	May & Nov.	New York.	1879	95
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	"	1889	....	1st Mortgage guar. and tax free..	1,377,840	7	" " "	"	1889	....
Atlanta and Lake Erie:							Catawissa:	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mort. (gold) for \$5,000,000.....		7*	Jan. & July.	New York.	1901	....	1st Mortgage (old).....	1,377,840	7	" " "	"	1900	100
Atlantic, Miss. and Ohio (428 m.):							1st Mortgage (new).....	158,350	5	" " "	"	'80-'89	61
1st Mortgage for \$15,000,000.....		7	Jan. & July.	New York.	1901	....	Chatelton Mortgage:	280,000	7	Feb. & Aug.	New York.	1890	....
Atlantic and North Carolina:							1st Mortgage, gold.....	294,000	7	April & Oct.	New York.	1884	....
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mort. (C. E. to Waverly).....	1,377,840	7	" " "	"	1907	75
Atlantic and Pacific:							1st Mort. (W. to Minn. Line).....	700,000	7	Feb. & Aug.	New York.	1891	87
Land Mortgage gold bonds.....	3,000,000	6*	Jan. & July.	New York.	1888	....	1st Mort. 2d Div. \$10,000 p.m.	582,000	7	" " "	"	1894	87
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	"	1888	....	1st Mort. 3d Div. \$10,000 p.m.	2,332,000	7	May & Nov.	"	1916	84
Atlantic and St. Lawrence:							Central Branch Union Pacific:	1,600,000	6*	May & Nov.	New York.	1895	....
1st Mortgage (sterling) of 1855....	484,000	6*	May & Nov.	London.	1878	....	1st Mort. (Atch. & Pike's Peak).....	1,600,000	6	Jan. & July.	"	1895	....
2d Mortgage (sterling) of 1864....	1,498,960	6*	April & Oct.	"	1884	....	2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	"	1895	....
3d Mortgage (sterling) of 1871....	712,932	6*	May & Nov.	"	1891	....	1st Mortgage.....	780,000	7	March & Sept.	New York.	1875	....
Bald Eagle Valley:							Central of Iowa:	3,248,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage, gold, \$16,000 p.m.	1,212,000	7*	April & Oct.	New York.	1901	....
2d Mortgage.....	100,000	7	" "	"	1884	....	Central of Georgia:	1,212,000	7*	Jan. & July.	New York.	1901	....
Baltimore and Ohio:							Central of New Jersey:	174,000	7	May & Nov.	New York.	1875	....
Loan of 1855-'56.....	863,250	6	Jan. & July.	Baltimore.	1875	98	2d (now 1st) Mortgage (balance)	1,725,000	7	" " "	"	1892	....
Loan of 1856-'57.....	579,500	6	" "	"	1880	98	Convertible bonds of 1872.....	5,000,000	7	Feb. & Aug.	"	1890	105
Loan of 1855-'55.....	1,710,500	6	April & Oct.	"	1885	98	New Mortgage for \$5,000,000....	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Loan of 1855-'56 (Balt.) skg fd.....	3,645,683	6	Jan. & July.	"	1890	....	Central Ohio (B. & O.):	2,500,000	6	March & Sept.	Baltimore.	1890	89
Loan of 1870-'70 (stg.) skg fund.....	3,788,752	6	March & Sept.	London.	1895	....	Central Pacific of California:	25,883,000	6*	Jan. & July.	New York.	1895	99
2d Mort. (N.W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100	Convertible 20 years bonds, gold	1,483,000	7*	" " "	"	1883	104
3d Mort. (N.W. Va. R. R.) assumed	140,000	6	" "	"	1886	92	State Aid B'ds(Int. by State)gold	1,500,000	7*	" " "	"	1885	107
Baltimore and Potomac:							1st Mort. (Western Pacific) gold	2,735,000	6*	" " "	"	1899	....
1st Mort. (Tunnel) gold guar.....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" " "	"	1890	92
1st Mortgage (R. R.) gold guar.....	3,500,000	6*	April & Oct.	"	1911	....	1st Mort. (S. Fr. & Okl. & Ala.).....	500,000	8*	" " "	San Francisco	1890	....
Bangor and Piscataquin:							1st Mort. (San Joaquin V.D.) gold	6,030,000	6*	April & Oct.	New York.	1900	....
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Bangor.	1890	....	Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" " "	"	1900	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....	Charleston and Savannah:	505,000	6	March & Sept.	Charleston.	1877	....
Bay City and East Saginaw:							1st Mortgage guar. by S. Car.	1,674,400	7	" " "	"	1889	....
1st Mort. guar. by F. & P. M. R. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Funded Interest on 1st Mort.	1,212,000	7	April & Oct.	Charleston.	1877	....
Bedford and Bridgeport:							1st Mort. dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
1st Mortgage.....	500,000	8	April & Oct.	Philadelphia.	1891	....	2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Belfast and Moosehead Lake:							Cherav and Salisbury:	918,000	6	" " "	Charleston.	1891	....
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mort. for \$250,000.....	8	Jan. & July.	Charleston.	1891	....
Bellefontaine and Southern Illinois:							Cherokee:	1,200,000	7	June & Dec.	Atlanta.	1891	....
1st Mort. (guar. by St.L.A. & T.H.	1,100,000	8	April & Oct.	New York.	1896	96	1st Mort. guar. by Ga. \$12,500.p.m.	7	" " "	Charleston.	1888	....
Beloit and Madison (C. & N.W.):							Cherry Valley, Sharon & Albany:	1,200,000	7	" " "	"	1888	....
1st Mortgage.....	333,000	7	Jan. & July.	New York.	1888	....	1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Belvidere Delaware:							Chesapeake and Ohio:	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mortgage (guar. by C. & A. Co. and	1,000,000	6	June & Dec.	New York.	1877	95	1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	"	1880	82
2d Mortgage (A. Co. and	498,500	6	March & Sept.	Princeton	1885	81	3d Mort. (") coupon.....	918,000	6	" " "	"	1884	....
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	84	Income (") coupon.....	300,000	8	" " "	"	1876	98
Blue Ridge, (S. Car.):							Funded Interest, coupon.....						

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Chester & Chicago Br. Junction:						Cinc. & Indiana (Ind. C. & La.F.)	\$500,000	7	June & Dec.	New York.	1802	
1st Mort. for \$1,000,000 skg fund	4,000	10	May & Nov.	St. Louis.	1877	1st Mortgage guaranteed	1,500,000	7	Jan. & July.	"	"77-87	
Chester and Tamaron:	660,000	7*	May & Nov.	New York.	1901	2d Mortgage guaranteed						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	Cinc., Richmond & Fort Wayne	1,800,000	7*	June & Dec.	New York.	1921	
Chester Valley:	500,000	7	May & Nov.	Philadelphia.	1872	1st Mortgage gold, guar.						
1st Mortgage (in default).....	500,000	7	May & Nov.	New York.	1877	Cincinnati, Sandusky and Clev.	1,067,421	7	June & Dec.	New York.	1890	
Chicago and Alton:	258,000	7	May & Nov.	New York.	1877	1st Mortgage (C. S. & C.)	988,000	6	Feb. & Aug.	Boston.	1900	
1st Mortgage, pref. sinking fund	2,408,000	7	Jan. & July.	"	1893	1st Mort. (San. Day. & Cin.) S.F.	250,000	7	March & Sept.	"	1877	
2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	Cincinnati and Springfield	1st Mortgage for \$2,000,000(guar)	7	April & Oct.	New York.	1901	
1st Mort. (St.L.J. & C.) assumed	564,000	7	"	"	97½	Cincinnati and Terre Haute	1st Mort. (Ind. Div.) for \$6,000,000	7	— & —	New York.	1901	
2d Mort. (" " " ")	188,000	7	Jan. & July.	"	1898	Cincinnati, Wabash and Mich.	1st Mortgage for \$16,000 p. m.	7	Jan. & July.	New York.	1891	
Chicago, Burlington and Quincy:	2,592,000	8	Jan. & July.	New York.	1883	1st Mortgage for \$16,000 p. m.						
Trust Mortgage skg fund.....	150,000	8	"	"	1883	Clev., Col., Cin. & Indianapolis	2,214,000	7	May & Nov.	New York.	1869	
Trust Mortgage, skg fund conv.	680,000	7	April & Oct.	"	1890	1st Mortgage sinking fund	272,000	7	June & Dec.	"	"73-84	
Trust Mortgage (Burl. to Peoria)	941,000	4½	July.	Frankfort.	1890	1st Mort. (C. U. and C. R. R.)	514,000	7	Jan. & July.	"	1895	
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Boston.	1896	1st Mort. (Bell. and Ind. R.R.)						
Loan of 1872.....	6,983,225	7	Jan. & July.	New York.	1873	Clev. & Mahoning(A. & Gt. Win.)	1st Mortgage 1855	6	Feb. & Aug.	New York.	1873	
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	"	"	1878	3d Mortgage (sinking fund) 1866	487,000	8	March & Sept.	"	1876	
1st Mort. (Peo. & Han.) guar.	600,000	8	"	"	1878	1st Mort. (Branch) 1863	71,000	7	Jan. & July.	"	1873	
1st Mort. (Keok. & St. Paul) guar.	1,000,000	8	April & Oct.	"	1879	Clev., Mt. Vernon and Delaware	1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900
1st Mort. (Dix. Peo. & Han.) guar.	800,000	8	Jan. & July.	"	1889	Cleveland and Pittsburg(Pa. Co.)	2d (now 1st) Mortgage guar.	700,500	7	March & Sept.	New York.	1873
1st Mort. (Car. & Burl.) guar....	600,000	8	May & Nov.	"	1879	3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	"	1875	
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	"	1890	4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	"	1892	
1st Mort. (O. & Fox Rv.) guar.	1,280,000	8	"	"	97½	Consol. sinking fund guar.	528,000	7	May & Nov.	"	1895	
1st Mort. (Ill. Gr. Trunk) guar.	980,000	8	April & Oct.	"	1890	Colebrookdale:	1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893
Chicago, Cincinnati and Louisville:	1,000,000	7	Jan. & July.	New York.	1887	1st Mortgage	225,000	8	June & Dec.	Boston.	1890	
Chicago, Clinton and Dubuque:						Colorado Central (3 ft. gauge):	1st Mortgage	15,244,750	7	April & Oct.	New York.	1908
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	2d Mortgage Consol. skg fund	3,879,900	7	Feb. & Aug.	"	1900	
Chicago, Danville and Vincennes:						Columbus, Springfield and Cin.:	1st M. (assumed by Cinn. S. & C.)	1,000,000	7	March & Sept.	New York.	1901
1st Mortgage (Ill. Div.) gold.....	2,500,000	7*	April & Oct.	New York.	1909	Columbus and Hocking Valley:	1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897
1st Mortgage (Ind. Div.) gold.....	1,500,000	7*	"	"	90	1st Mortgage (Branch).....	200,000	7	Jan. & July.	"	1890	
Chicago, Dubuque & Minnesota:						General Mortgage.....	1,000,000	7	April & Oct.	"	1891	
1st Mortgage guar. \$25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	Columbus and Xenia:	1st Mortgage	302,000	6	March & Sept.	New York.	1890
Chicago and Illinois Southern:						Connecticut and Passumpsic Riv.:	Connect and Passumpsic Riv.	448,100	6	June & Dec.	Boston.	1876
1st Mortgage for \$19,000 p. m.						1st Mortgage sinking fund	584,000	7	"	"	1876	
Chicago and Iowa:						Notes payable, conv. at par	400,000	6*	Jan. & July.	"	1890	
1st Mortgage for \$2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	1st Mort. (Massawippi) guar. gold						
Chicago, Iowa and Nebraska:						Connecticut River:	1st Mortgage skg fund	250,000	March & Sept.	Boston.	1878	
2d Mort. (now 1st) guar. C. & NW	592,000	7	Jan. & July.	Boston.	1880	1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	
3d Mort. (now 2d) guar. C. & NW	218,000	7	Feb. & Aug.	New York.	1892	Connecticut Valley:	1st Mortgage	2,008,500	7	Jan. & July.	Hartford.	1890
Chicago and Northwestern:						Connecticut Western:	1st Mortgage for \$2,500,000.....	1,600,000	6	March & Sept.	Philadelphia.	1,234
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	Connecting (Philadelphia):	1st Mort. ABCD & E \$200,000 each	1,358,000	7	Jan. & July.	New York.	1889
Funded coupons (193 m.)	755,000	7	May & Nov.	"	99	1st Mort. ABCD & E \$200,000 each	1st Mort. (Gal. & Chic. 248 m.)	161,000	8	April & Oct.	Boston.	1876
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	"	100	Cooperstown and Susq. Valley:	2d Mortgage	109,500	8	Jan. & July.	"	1898
Appleton Ext. (28 m. & 76,000 ac.)	182,000	7	"	"	Plain bonds.....	1st Mortgage	81,800	6	Jan. & July.	"	1884	
Green Bay Ext. (26m. & 76,000 a.)	300,000	7	"	"	Danbury and Norwalk:	1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York.	1890	
Equipm't (Eng. & Cars \$400,000)	101,000	7	April & Oct.	"	1st Mortgage of July 1, 1870	200,000	7	Jan. & July.	"	1890		
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	"	Danv. Hazleton & Wilkesbarre:	1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	"	1st Mortgage	1,931,000	7	Jan. & July.	New York.	1884		
Mis. Riv. Bridge (" ")	200,000	7	Jan. & July.	"	2d Mortgage	445,000	7	March & Sept.	"	1887		
Elgin & State Line (" ")	135,000	7	"	"	3d Mortgage	361,000	7	April & Oct.	"	1888		
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	"	Toledo Depot Bonds	105,500	7	March & Sept.	"	181-184		
Consol. skg fund (C. & N.W.R.Y.)	2,560,000	7	F. M. A. & N.	"	Dayton and Union:	1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	
Equipm't (Eng. & Cars \$2,750,000)	275,000	10	May & Nov.	"	2d Mortgage	135,000	7	June & Dec.	"	1879		
1st Mort. (Madison Exten.) gold	3,150,000	7	"	"	Income Bonds	252,445	6	"	"	1879		
1st Mort. (Menominee Exten.) gold	2,700,000	7*	June & Dec.	"	1st Mortgage	275,000	7	Jan. & July.	New York.	1905		
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	"	1st Mortgage	426,000	6	"	"	1905		
2d Mort. (Mil. & Chi. R.R.) guar.	182,000	7	Feb. & Aug.	"	Decatur, Sullivan and Mattoon:	500,000	8	March & Sept.	New York.	1901		
3d Mort. (" ") guar.	10,500	7	June & Dec.	"	1st Mortgage	500,000	8	Jan. & July.	Philadelphia.	1877		
1st Mort. (Chi. & Mil. R.W.) guar.	1,135,000	7	Jan. & July.	"	1st Mortgage	500,000	8	Jan. & July.	New York.	1887		
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	"	"	1st Mortgage	500,000	8	Jan. & July.	"	1884		
Chicago & Northern Pac. Air-L.:						2d Mortgage	700,000	7	May & Nov.	New York.	1890	
1st Mort. (skg fd gold \$25,000pm)						3d Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
Chicago & Mich. Lake Shore:						Plain bonds.....	109,500	8	"	"	1908	
1st Mort. of Sept. 1 '69, \$16,000pm	1,350,000	8	May & Nov.	New York.	1889	Davenport and St. Paul:	1st Mortgage	81,800	6	Jan. & July.	"	1884
1st Mort. of Nov. 1 '71, \$16,000pm						1st Mort. gold, \$20,000 p.m.	3,000,000	7	Jan. & July.	New York.	1890	
Chicago, Omaha and St. Joseph:						Dayton and Michigan (C.H. & D.):	1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884
1st Mortgage for \$3,000,000.....						2d Mortgage	445,000	7	March & Sept.	"	1887	
Chicago and Paducah (C. B. & Q.)						3d Mortgage	361,000	7	April & Oct.	"	1888	
1st Mortgage \$28,000 p. m. gold						Toledo Depot Bonds	105,500	7	"	"	181-184	
Chi., Pekin & Southwern (C.B.Q.):						Dayton and Union:	1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879
1st Mortgage for \$1,600,000 gold	700,000	7*	Feb. & Aug.	Boston.		2d Mortgage	135,000	7	June & Dec.	"	1879	
Chicago, Rock Island and Pacific:						Income Bonds	252,445	6	"	"	1879	
1st Mortgage (C. & R. L.) balance	104,000	7	Jan. & July.	New York.		1st Mortgage	275,000	7	Jan. & July.	New York.	1905	
1st Mort. skg fund (C. R. L. & Pac.)	8,600,000	7	"	"		1st Mortgage	426,000	6	"	"	1905	
Chi. & Southwes(C. R. L. & Pac.):						Decatur, Sullivan and Mattoon:	500,000	8	March & Sept.	New York.	1901	
1st Mort. gold, tax free, guar....	5,000,000	7*	May & Nov.	New York.	1889	1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	"	1885	1st Mortgage	100,000	6	"	"	1876	
Chicago & Wisconsin Midland:						1st Mortgage	100,000	6	"	"	1880	
1st Mort. g'd, skg fd for \$41,000,000						1st Mortgage extension	100,000	6	"	"	1880	
Chicago and Superior:						Delaware State Loan.....	170,000	6	"	"	1876	
1st Mortgage(Mad. & Portage)g'd	600,000	7*	April & Oct.	New York.	1902	Delaware, Lackawann. & Western:	1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876
1st M. (Chi. & Sup. g'd \$6,000,000)						2d Mort. (Del. & W. & W.):	1st Mort. (Del. & W. & W.):	1,633,000	7	March & Sept.	"	1881
Chillicothe & Brunswick:						Convertible B'ds(Del. & W. & W.):	Convertible B'ds(Del. & W. & W.):	5,000,000	7	June & Dec.	"	1892
1st Mort. guar. by St.L.K.C. & W.	500,000	8	Jan. & July.	New York.	1894	Denver Pacific:	1st Mortgage gold, land grant.....	2,500,000	7	May & Nov.	New York.	1890
Cincinnati, and Baltimore:						1st Mortgage gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y.L.A. & Ama.	1900	
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	Des Moines Valley:	1st Mortgage (on 154 miles),....	2,310,000	8	April & Oct.	New York.	1877
Cincinnati, Hamilton and Dayton:						1st Mortgage Land grant.....	5,600,000	8	"	"	1898	
1st Mort. of 1853.....	1,250,000	7	May & Nov.	New York.	1880							
2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1885							
3d Mortgage of 1867.....	282,000	8</td										

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.				Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.	Price.				When.	Where.	Due.	Price.
Detroit, Bel River and Illinois:							Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.	\$.....	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	\$477,688	7	May & Nov.	Boston.	1891	89
Detroit, Hillsdale and Indiana:							Frederick and Pennsylvania Line:						
1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79	1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	...
2d Mortgage.....	300,000	8	Jan. & July.	"	1891	...	Galena & Chic. Union (C.&N.W.):						
Detroit, Lansing & L. Michigan:							1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	102
1st Mortgage (consolidation)....	3,000,000	8	April & Oct.	Boston.	1896	70	2d Mortgage.....	948,000	7	May & Nov.	"	1875	98
Detroit and Milwaukee:							Elgin and State Line Purchase.	135,000	6	Jan. & July.	"	1878	...
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	...	Mississippi Bridge.....	200,000	7	"	"	1884	...
2d Mortgage ("").....	1,000,000	8	" "	"	1875	...	Georgia (and Banking):						
1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1876	...	Company bonds (debentures).....	681,000	7	Jan. & July.	Augusta.	'72-'86	...
2d Funded Coup. ("").....	375,734	7	" "	"	1875	...	Gilman, Clinton & Springfield:						
Oakl. & Ottawa R. R. stg. bonds.	150,867	6*	May & Nov.	London.	1873	...	1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	...
Detr. & Pontiac R. R. bonds.....	250,000	7	" "	New York.	1873	...	2d Mortgage gold.....	1,000,000	8	Jan. & July.	"	1892	...
Detroit, Mon. & Tol. (L.S.H. & M.S.):							Goshen and Deckertown:						
1st Mortgage Aug. 1, 1856.....	924,000	7	Feb. & Aug.	New York.	1876	97	1st Mortgage.....	226,500	7	Jan. & July.	New York.	1888	...
Dubuque and Sioux City:							Grand Rapids & Indiana:						
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1883	95	1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	...
Dubuque Southwestern:							1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	...
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	...	Grand River Valley (Mich. C.):						
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	"	1883	...	1st Mort., assumed by Lessees.....	1,500,000	8	Jan. & July.	New York.	1896	...
Dunkirk, Warren and Pittsburg:							2d Mortgage, guar. by Lessees.....	500,000	8	March & Sept.	"	1879	100
1st Mortgage gold tax free.....	1,190,000	7*	June & Dec.	New York.	1900	...	Grand Trunk (Ca.):						
Dutchess and Columbia:							Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	...	
1st Mortgage Jan. 1, 1868.....	1,600,000	7	Jan. & July.	New York.	1908	...	Equipment Bonds No. 2 £270,500	1,350,000	6*	"	"	...	
East Alabama and Cincinnati:							Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	...	
1st Mort. end-\$18,000 p.m. by Ala.							1st Preference Bonds £2,838,355	14,191,675	5*	Jan. & July.	"	...	
East Brunswick & Waynesburg:							2d Preference Bonds £1,685,765	8,428,825	4*	"	"	...	
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	...	Provincial Debentu. £3,111,500	15,557,500	...		Ottawa.	...	
2d Mortgage.....	35,000	8	" "	"	1873	...	Great Western of Canada:						
East Pennsylvania (Ph. & Rdg.):							Perpetual Debentures Stock.....	227,273	5	Jan. & July.	London.	perp.	
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	101	Common (Company) Bonds.....	1,384,117	4	"	"	'72-'73	
East Tenn. & Georgia (E.T.V. & G.):							Common (" ") Bonds.....	2,993,973	6	May & Nov.	"	'73-'76	
1st Mortgage.....	870,000	6	Jan. & July.	New York.	'76-'86	...	Common (" ") Bonds.....	2,602,067	5	April & Oct.	"	'77-'78	
East Tenn. & Vir. (E.T.V. & G.):							Common (" ") Bonds.....	4,867	5	"	"	1881	
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	...	Common (" ") Bonds.....	3,650,000	6	June & Dec.	"	1890	
East Tennessee, Virginia & Ga.:							Greenville and Columbia:						
1st Mort. skg fund for \$500,000	2,519,000	7	Jan. & July.	New York.	1890	91	1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	
Eastern (Mass.):							1st Mortgage not guaranteed.....	376,768	7	"	"	'81-'86	
English Loan, July 1, 1862.....	388,000	6*	Jan. & July.	London.	1872	...	Greenwich and Johnsonville:						
Loan of 1864-'74.....	750,000	6	Feb. & Aug.	Boston.	1874	98	1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	...
1st Mort. (Essex R.) assumed.....	194,400	6	Jan. & July.	"	1876	94	Hackensack & New York Ext.:						
Loan of 1865-'85.....	160,000	6	April & Oct.	"	1885	...	1st Mortgage, \$10,700 p.m.	300,000	7	May & Nov.	New York.	1889	...
Loan of 1868-'88.....	600,000	6	March & Sept.	"	1888	91	Hannibal and Naples (T.W. & W.):						
Loan of 1869-'89.....	1,000,000	6	May & Nov.	"	1889	90	1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	85
Loan of 1872-'82.....	1,600,000	7		"	1892	100	2d Mortgage.....	225,000	7	Jan. & July.	"	1890	...
Eastern Shore (Md.):							Hannibal & Central Missouri:						
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	...	1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	87
2d Mortgage.....	180,000	6	April & Oct.	"	1886	...	2d Mortgage.....	250,000	7	Feb. & Aug.	"	1890	...
Elizabethtown and Paducah:							Hannibal and St. Joseph:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	...	Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'71-'77	90
Elmira and Williamsport (N.C.):							Missouri State Loan.....	1,500,000	6	"	"	'87-'88	
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	94	Six years Mortgage bonds (222m.)	53,000	10	"	"	1872	
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1872	59	Five years' notes (277 m.)	139,300	8	Various.	"	1874	
Erie Railway:							Fourteen years' bonds (277 m.)	3,476,000	8	March & Sept.	"	1885	82
1st Mortgage.....	2,485,000	7	May & Nov.	New York.	1897	104	1st Mort. (Q. & Palm.R. R. 16 m.)	500,000	8	Feb. & Aug.	"	1892	
2d Mortgage convertible.....	2,174,000	7	March & Sept.	"	1879	103	1st Mort. (K. City & Cam.R. R. 55m.)	1,200,000	10	Jan. & July.	"	1886	99
3d Mortgage.....	4,582,000	7	" "	"	1883	96	General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	"	1888	105
4th Mortgage convertible.....	2,937,000	7	April & Oct.	"	1880	98	General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	"	1888	...
5th Mortgage convertible.....	709,500	7	June & Dec.	"	1888	97	Harlem Extension:						
Buffalo Branch, 1st mortgage.....	182,600	7	Jan. & July.	"	1891	...	1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	...
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...	1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	91
Consol. Mort. for \$30,000,000, g'd	12,076,000	7*	"	NY & London.	1920	95	Hartford and New Haven:						
Convertible bonds.....	8,000,000	7		"			1st Mortgage.....	580,000	6	Jan. & July.	Hartford.	1873	...
Erie and Louisville:							Hartford, Providence and Fishkill:						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	...	1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	...
Erie and Pittsburg (Penn.):							1st Mort. (Conn. 96.04 m.) skg f'd.	1,074,500	7	"	Hartford.	1876	...
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	...	1st Mortgage, guar., tax free.....	1,000,000	8	Jan. & July.	New York.	1901	...
2d Mortgage.....	115,200	7	March & Sept.	"	1890	...	Holyoke and Westfield:						
Consolidated Mortgage tax free.	2,059,000	7	Jan. & July.	"	1898	...	1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	...
Equipment Mortgage.....	600,000	7	April & Oct.	"	1890	...	Housatonic:						
European & N. American (Me.):							1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	...
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	...	2d Mortgage.....	100,000	7	Feb. & Aug.	"	1885	...
1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	"	1899	87	3d Mortgage.....	100,000	6	April & Oct.	"	1880	...
Evansville and Crawfordsville:							Houston and Texas Central:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	...	1st Mortgage L.G. skg fund, gold	6,520,000	7*	Jan. & July.	New York.	1891	...
1st Mortgage ("").....	145,000	7	March & Sept.	"	1889	...	1st Mortgag.....	200,000	7	Feb. & Aug.	"	1870	...
1st Mortg. ("").....	150,000	7	Feb. & Aug.	"	1881	...	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	"	1885	104
Evansville, Henderson & Nashv.:							3d Mortgage.....	180,000	7	May & Nov.	"	1885	...
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1897	...	Hudson Connecting (N.Y. & O'Mid.):						
Evansville, Terre Haute & Chi.:							1st Mortgage gold.....	400,000	7*	May & Nov.	New York.	1902	...
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	...	Huntington and Broad Top Mt.:						
Fall River, Warren & Providence:							1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	104
1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	...	2d Mortgage.....	367,500	7	Feb. & Aug.	"	1875	90
Flint and Pere Marquette:							3d Mortgage (Consol.).....	1,261,000	7	April & Oct.	"	1895	62
Land Mort. 1st series (\$5,241 a.).	158,500	7	May & Nov.	New York.	1880	...	Hudson Central:						
" 2d series (\$2,748 a.).	221,000	7	Jan. & July.	"	1887	...	1st Mortgage gold.....	3,058,500	7	April & Oct.	New York.	1875	102
" 3d series (\$2,001) txf.	2,046,000	8	March & Sept.	"	1888	...	Redemption bonds, coin.....	332,000	6*	"	N.Y. & Lond.	1875	...
F. & Holly lease (\$2,250,000 p. a.)	476,000	10	May & Nov.	"	1888	...	Redemption bonds, currency.....	2,500,000	6	"	New York.	1890	...
Construction Loan.....	165,000	8</											

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Indianapolis, Cin. and Lafayette:						Lake Shore & Michigan So.:					
1st Mortgage (Ind. & Cin.) of 1858	\$1,580,500	7	April & Oct.	New York.	1888	Sinking Fund Oct. 1, 1869.	\$1,600,000	7	April & Oct.	New York.	1879
1st Mortgage (L. C. & L. F.) of 1867	2,770,000	7	Feb. & Aug.	" "	1897	Consol. registered July 1, 1870.	4,132,000	7	J. A. J. & O.	" "	1890
1st Mortgage (") of 1869	1,566,000	7	June & Dec.	" "	1899	Consol. coupon July 1, 1870.	1,000,000	7	Jan. & July.	" "	1890
Indiana and St. Louis:						Bonds of Oct. 1, 1872.	235,000	7	April & Oct.	" "	1882
1st Mort. age.		7	Jan. & July.	New York.	1916	Dividend (Lake Shore) Ap. 1, '99	1,600,000	7	April & Oct.	" "	1899
1st Mortgage.	2,000,000	7	March & Sept.	" "	1916	Sunbury July 1, 1854.	500,000	7	Jan. & July.	" "	1874
1st Mortgage.		7	April & Oct.	" "	1916	Reg. Jan. 1, 1855 C.P. & A. R.R.	1,000,000	7	"	" "	1880
2d Mortgage.	1,000,000	7	" "	" "	1900	3d Mort. Oct. 1, '81	1,000,000	7	April & Oct.	" "	1892
Equipment Mortgage.	500,000	8	Jan. & July.	" "	1881	Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885
Iowa Eastern:						Mort. April 1, 1866	860,000	7	April & Oct.	" "	1886
1st Mortgage gold.	14,000,000	7*	Feb. & Aug.	New York.	1902	1st M. rt. May 1, 1855 M. S. & N.J.	5,266,000	7	May & Nov.	" "	1885
Iowa Falls & Sioux City (I.I.Cen.):						2d Mort. Oct. 31, 1867	2,693,000	7	"	" "	1877
1st Mortgage guaranteed.	2,960,000	7	April & Oct.	New York.	1917	Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1873
Iowa Midland (C. & N. W.):						Mort. July 1, 1862	200,000	7	Jan. & July.	" "	1882
1st Mort. \$16,000 guar.		8	Feb. & Aug.	New York.	1900	Mort. Sept. 1, 1866	300,000	7	March & Sept.	" "	1886
Ironton (Penn.):						Mort. April 1, 1863	3,000,000	7	April & Oct.	" "	1876
1st Mort. ge.	100,000	7	May & Nov.	Philadelphia.	1875	1st Mort. Aug. 1, 1856 (D.M. & Tol.)	924,000	7	Feb. & Aug.	" "	1876
Ithaca and Athens:						1st Mort. Sept. 1, 1869 (K. & W.P.)	400,000	7	Jan. & July.	" "	1870
1st Mortgage gold, skg fund.	600,000	7*	Jan. & July.	New York.	1890	1st Mort. Oct. 1, 1867 (Sch. & Th.R.)	100,000	8	" "	" "	1887
Jackson, Lansing & Saginaw (MC):						1st Mort. Oct. 1, 1867 (Kai. & Sch.)	100,000	8	" "	" "	1888
1st Mortgage.	1,495,000	8	Jan. & July.	New York.	1886	1st M. July 1, '68 (Kal. All. & Gr. R.)	840,000	8	" "	" "	1885
2d Mortgage.	500,000	8	March & Sept.	" "	1888	1st Mort. July 1, 1863 (J. & Frank.)	500,000	7	Jan. & Dec.	" "	1894
1st Mortgage.	940,000	8	May & Nov.	" "	1890	2d Mort. Jun. 1, 1869	500,000	7	Jane & Dec.	" "	1894
Jacksonville, Pensac. and Mobile:						Lawrence (P. Ft. W. & Chi.):					
1st Mort. Florida State Loan gold.	4,000,000	8	Jan. & July.	New York.	1900	1st Mortgage, guaranteed.	600,000	7	April & Oct.	Philadelphia.	1865
James' Mort. Frank. (L.S. & M.S.):						Leavenworth, Lawr. & N. West'n:	355,000	7	Feb. & Aug.	New York.	1890
1st Mortgage guaranteed.	496,000	7	Jan. & July.	New York.	1897	1st Mort. guar. by Pac. of Mo.					
2d Mortgage guaranteed.	500,000	7	June & Dec.	" "	1894	Leaven, Lawrence & Galveston:					
Jefferson (Erie):						1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899
1st Mort. (Hawley Section).	206,000	7	Jan. & July.	New York.	1887	Lehigh and Lackawanna:					
2d Mort. (").	94,000	7	" "	" "	1st Mortgage tax free.	300,000	7	Feb. & Aug.	Philadelphia.	1867	
1st Mort. (Carbndale Section).	2,006,000	7	" "	" "	Lehigh Valley:						
Jeffersonville, Madison & Indiana:						1st Mortgage (old loan).	902,000	6	May & Nov.	Philadelphia.	1873
1st Mortgage consol.	2,089,000	7	April & Oct.	New York.	1906	1st Mortgage (new loan) tax free.	3,546,000	6	June & Dec.	" "	1896
2d Mortgage consol.	2,000,000	7	Jan. & July.	" "	2d Mortgage for \$6,000,000	4,712,000	7	March & Sept.	" "	1910	
1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	" "	Lexington & St. Louis (P. of Mo.):						
2d Mortgage (Jeffersonville, K. R.).	345,000	7	April & Oct.	" "	1st Mortgage gold.	1,000,000	6	June & Dec.	New York.	1899	
Joliet and Chicago (C. & Alton):						Little Miami:					
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	1st Mortgage.	1,474,000	6	May & Nov.	New York.	1883
Joliet & Northern Ind. (Mich. C.):						Street Connection Bonds.	500,000	6	Jan. & July.	" "	1894
Junction (Cin. & Indianapolis):						Little Rock and Fort Smith:					
1st Mortgage.	1,200,000	7	Jan. & July.	New York.	1885	1st Mortgage gold.	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900
2d Mortgage.	794,000	7	March & Sept.	" "		Land Grant sinking fund.	5,000,000	7	April & Oct.	" "	1900
1st Mortgage (Newcastle Br.):	250,000	7	June & Dec.	" "		Little Schuykill (Phila. & Rdg.):					
Junction, Philadelphia:						1st Mortgage, guaranteed.	771,500	7	April & Oct.	Philadelphia.	1877
1st Mortgage, guaranteed.	500,000	6	Jan. & July.	Philadelphia.	1882	Loganport, Crawf. & S'wstn Ind.:					
2d Mortgage ge not guaranteed.	300,000	6	April & Oct.	" "	1st Mortgage gold.	1,500,000	8*	F. M. & A. N.	New York.	1900	
Junction and Breakwater:						Long Br. and Sea Shore (N.J. So.):					
1st Mort. guar. by Delaware.	400,000	1	Jan. & July.	New York.	1890	1st Mortgage guaranteed.	200,000	6	Jan. & July.	New York.	1889
Kalamazoo, Allegan & Gr. Rapids:						Long Dock (Brie):					
1st Mort. assumed by L.S. & M.S.:	840,000	8	Jan. & July.	New York.	1868	1st Mortgage guaranteed.	3,500,000	7	June & Dec.	New York.	1892
Kalamazoo and Schoolcraft:						Long Island:					
1st Mort. assumed by L.S. & M.S.:	100,000	8	Jan. & July.	New York.	1887	1st Mortgage main line.	500,000	6	Jan. & July.	New York.	1875
Kalamazoo & S. Haven (M. Cen.):						1st Mortgage (Extension).	175,000	7	Feb. & Aug.	" "	1890
1st Mortgage guar. by lessees:	640,000	8	May & Nov.	Boston.	1889	1st Mortgage (Glen Cove Br.):	150,000	6	May & Nov.	" "	1893
Kalamazoo & White Pigeon:						General Mortgage.	75,000	7	" "	" "	1899
1st Mort. assumed by L.S. & M.S.:	400,000	7	Jan. & July.	New York.	1890	Louisville & Miss. Riv. (Ch. & Al.):					
Kan. City, St. Jo. & Coun. Bluffs:						1st Mortgage.	4,300,000	7	Feb. & Aug.	New York.	1900
1st Mort. (C. B. & St. Jo. 52 m.):	500,000	7	Jan. & July.	N. Y. & Bost.	1888	1st Mortgage.	3,000,000	7	Jan. & July.	New York.	1897
2d Mort. (" ").	150,000	10	" "	" "		2d Mortgage for \$1,000,000.	345,000	8	April & Oct.	" "	1900
1st Mort. (St. Jo. & CB. 78 m.) ov. t. r.:	1,400,000	10	March & Sept.	" "		1st Mortgage (main line 185 m.):	554,000	7	Jan. & July.	New York.	1875
2d Mort. (" ").	539,500	8	June & Dec.	" "		1st Mortgage (Memph Br. 46.37 m.):	139,000	7	Jan. & July.	" "	1890
1st Mort. (Mo. Valley 130 m.):	1,500,000	7*	Feb. & Aug.	New York.	1893	1st Mort. (Leb. Br. Ext. 73.2 m.):	88,000	7	May & Nov.	" "	1893
1st Mort. (" ").	1,000,000	8	March & Sept.	" "		Consol. for \$5,000,000 (\$32 m.):	6,647,000	7	April & Oct.	" "	1898
Consolidated Mort. (260m. conv. G.):						1st Mortgage gold, \$25,000 p. m.:	2,875,000	7	— & —	New York.	1901
Kansas City & Santa Fe (LL&G):						Macou and Augusta:					
1st Mortgage guar. by Lessees..	2,000,000	10	May & Nov.	Boston.	1900	1st Mortgage end by State of Ga.	670,000	7	Jan. & July.	New York.	1889
Kansas Pacific:						1st Mortgage not guaranteed ...	100,000	7	" "	" "	1890
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	Macon and Brunswick:					
1st Mort. (2d Div. 253.94 m.) gold.	4,068,000	6*	June & Dec.	" *	1896	1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877
1st M. (3d Div. 244.06m. & 3,0,000a)	8,455,000	7*	May & Nov.	N. Y. L. & F.	1899	1st Mort.	600,000	7	May & Nov.	" "	1900
1st Mortgage (1,000,000 acres):	246,000	7*	March & Sept.	" "		2d Mortgage.	1,100,000	7	April & Oct.	" "	1883
1st Mortgage (2,000,000 acres) gold.	1,321,000	7*	Jan. & July.	N. Y. L. & F.	1896	Equipment Mortgage.	150,000	7	" "	" "	1879
2d Mortgage on do. gold.	1,500,000	7*	March & Sept.	" "		Macon and Western:					
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	1st Mortgage of Oct. 1870.	150,000	7	April & Oct.	" "	1880
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	95-'97	Maine Central:					
3d Mortgage (Income).....	4,275,350	7	March & Sept.	" "		Consolidated Mort. for \$7,500,000	3,000,000	7*	April & Oct.	Boston.	1912
Kent County (Del.):						\$1,100,000 Loan, tax free.	746,300	7*	Jan. & July.	" "	1895
1st Mortgage for \$600,000....	400,000	6	Jan. & July.	Philadelphia.	1880	Bangor (P. & K.) Loan.	514,000	6	April & Oct.	" "	1875
Kentucky Central:						Extension (gold) Loan.	491,000	6	" "	" "	1900
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	1st Mort. (A. & K. N.) Loan.	1,100,000	6	Feb. & Aug.	" "	190-91
Keokuk, Iowa C. & Mnn. (T.W & W):	237,000	7	June & Dec.	" "		1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885
1st Mort. gold conv. traffic guar.						Consolidated (P. & K.) Loan.	1,149,300	6	" "	Boston.	1895
Keokuk and St. Paul (C.B. & Q.):						1st Mortgage (S. & K.):	300,000	6	June & Dec.	" "	1874
1st Mortgage traffic guar.	20,000 p.m	7*	Jan. & July.	New York.	1892	2d Mortgage (").	260,000	6	" "	" "	1876
Lackawanna & Blooms (D.L&W):	1,000,000	8	April & Oct.	Boston.	1879	1st Mortgage (L. & F.):	633,000	6	Jan. & July.	" "	1901
1st Mortgage.	900,000	7	Jan. & July.	New York.	1875	Bath (Androscoggin) Loan.	425,000	6	" "	" "	1891
1st Mortgage (Extension)....	400,000	7	March & Sept.	" "		1st Mortgage & Framing (B. C. & F.):	300,000	7	Jan. & July.	Boston.	1899
2d Mortgage.	500,000	7	April & Oct.	" "		Marietta and Cincinnati:					
2d Mortgage (Extension)....	200,000	7	May & Nov.	" "		1st Mortgage, Sterling.	1,060,000	7*	Feb. & Aug.	London.	1891
Income Mortgage.	2,000	7	Jan. & July.	" "		1st Mortgage Dollar.	2,450,000	7	" "	Baltimore.	1891
La Crosse, Trempeleau & Preseot:						2d Mortgage Dollar.	2,500,000	7	May & Nov.	" "	101
1st Mort. assumed by C. & N. W. Laf. Blooming & Mis. (T.W & W):	1,000,000	10	— & —	New York.	1877	3d Mortgage Dollar.	3,000,000	8	Jan. & July.	" "	1896
1st Mortgage gold guar....	1,300,000	7*	Feb. & Aug.	New York.							

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Description of Bonds.	Amount.	Rate	Interest Payable.			Price.	Description of Bonds.	Amount.	Rate	Interest Payable.			
			When.	Where.	Due.					When.	Where.	Due.	Price.
Northern Pacific:													
1st Mort. on R.R. & lands gold..	60,000pm	7.3	Jan. & July.	New York.	1900	100	Perkiomen (Phila. & Rdg):	\$619,000	6	April & Oct.	Philadelphia.	1897	85
Norwich & Worcester(B.H. & L.):							1st Mortgage, guaranteed.....						
1st Mort. Mass. Loan.....	\$400,000	6	Jan. & July.	Boston.	1877		Perth Amboy & Woodbr.(C&A):	100,000	6	Feb. & Aug.	New York.	1874	....
Plain bonds.....	200,000	....	" " "	" "	1874		1st Mortgage.....	341,500	8	Jan. & July.	New York.	179-88	....
Machine shop &c., bonds.....	150,000	7	" " "	" "	1877		Petersburg:						
Nyack and Northern:							1st Mortgage (Instalments).....						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890		Philadelphia and Baltimore Cent.:	800,000	7	Jan. & July.	Philadelphia.	1879	....
Ogdensburg and Lake Champlain:							1st Mortgage (Penn. Div. 36 $\frac{1}{2}$ m.)	300,000	6	April & Oct.	"	1891	....
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	94 $\frac{1}{2}$	1st Mortgage (Md. Div. 94 m.)	400,000	7	Jan. & July.	"	1900	....
Equipment Mortgage.....	200,000	8	" " "	" "	1879	94 $\frac{1}{2}$	2d Mortgage (Pa. & Md. 46 m.)						
Sinking Fund Bonds.....	600,000	8	March & Sept.	" "	1890	....	Philadelphia and Reading:						
Ohio and Mississippi:							Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	....
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	....	Loan of 1870, convertible.....	28,000	7	" "	"	1890	....
1st Mortgage, (W. Div.).....	850,000	7	" " "	" "	1872	....	Mortgage Loan of 1857, conv.	96,000	6	" "	"	1888	....
2d Mortgage (W. Div.).....	534,000	7	" " "	" "	1874	83 $\frac{1}{2}$	Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	96
Income Mort. (W. Div.).....	221,500	7	April & Oct.	" "	1882	....	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1993	103
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	90 $\frac{1}{2}$	Mortgage Loan of 1836 stg.....	182,400	5	Jan. & July.	London.	1880	....
Consolidated Mort. (sterling).....	101,850	7*	" " "	London.	1898	....	Mortgage Loan of 1843 stg.....	976,800	6*	" "	"	1880	....
Oil Creek and Allegheny River:							Mortgage Loan of 1836 stg.....	177,600	7*	" "	"	24-77	....
1st Mortgage (J. C. R. R.).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	80	Dollar coupon.....	6,996,000	7	June & Dec.	Philadelphia.	1911	101 $\frac{1}{2}$
1st Mortgage (War & Fkln.).....	580,000	7	April & Oct.	" "	1882	83	Dollar registered.....	3,414,000	7	" "	"	1911	102
Consolidated Mortgage.....	1,100,000	7	May & Nov.	" "	1888	71 $\frac{1}{2}$	Mortgage Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
Old Colony and Newport:							June 1, 1871.	624,000	6*	" "	"	1911	97 $\frac{1}{2}$
Plain Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	96 $\frac{1}{2}$	Dollar reg.	376,000	6*	" "	Philadelphia.	1911	102
Plain Bonds.....	480,000	6	April & Oct.	" "	1875	97 $\frac{1}{2}$	New debent loan, conv.	2,305,630	7	Jan. & July.	"	1993	102 $\frac{1}{2}$
Plain Bonds.....	1,450,000	7	Feb. & Aug.	" "	1877	100 $\frac{1}{2}$	Philadelphia, Wilmington & Balt.:						
Omaha and Northwestern:							Consolidated Mortgage.....	3,414,000	7	Jan. & July.	Philadelphia.	1884	111
1st M. land grant, gold \$16,000pm							Mortgage Gold or stg coup.	7,000,000	6	Jan. & July.	"	1876	95
Omaha and Southwestern:							June 1, 1871.	624,000	6*	" "	"	1887	....
1st Mortgage \$20,000 p.m.	1,000,000	8	June & Dec.	Boston.	1896	84 $\frac{1}{2}$	Dollar coupon.....	2,305,630	7	Jan. & July.	Philadelphia.	1900	....
Orange, Alexandria & Manassas:							1st Mortgage, guaranteed.....	3,414,000	7	Jan. & July.	Philadelphia.	1900	74
1st Mort. (Alex. to Gordonsville).....	400,000	6	May & Nov.	New York.	1873	92 $\frac{1}{2}$	Pittsburg, Cin. & St. Louis (Pa.):	6,212,000	7	Feb. & Aug.	New York.	1884	75
2d Mort. (Charlotte to Lynchbr.).....	1,155,500	7	Jan. & July.	" "	1875	86 $\frac{1}{2}$	Con. Mort. for \$10,000,000.	3,000,000	6	monthly.	Philadelphia.	1890	....
3d Mort. " " "	598,000	8	May & Nov.	Richmond.	1873	89	1st Mort. (Steub. & Ind.) conv.	775,000	7	Jan. & July.	"		
4th Mort. " " "	574,000	8	March & Sept.	Alexandria.	1880	80	Pittsburg & Connellsville:						
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	80	1st Mortgage of 1868, tax free.	4,000,000	7	Jan. & July.	Baltimore.	1898	92 $\frac{1}{2}$
Orange and Newark:							2d Mort. (Balt. Loan) of 1868.	1,000,000	6	" "	"	1886	....
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....	1st Mort. (Turtle Cr. Div. 10 $\frac{1}{2}$ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Osage Valley & Southern Kansas:							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (20 years).....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series A).....	875,000	7	Jan. 4. July.	New York.	1912	106
Oshkosh & Miss. (M. & S. P.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Owego and Rome (H. W. & O.):							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	" "	1891	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
Oswego and Syracuse (D.L. & W.):							2d Mortgage, Series G).....	860,000	7	Jan. & July.	"	1912	101
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
1st Mortgage guar by (C.R. & Q.):	1,260,000	8	Jan. & July.	Boston.	1900	100	2d Mortgage (Series K).....	860,000	7	April & Oct.	"	1912	....
Owenboro' and Russellville:							2d Mortgage (Series L).....	860,000	7	May & Nov.	"	1912	....
1st Mortgage for \$1,500,000.							2d Mortgage (Series M).....	860,000	7	June & Dec.	"	1912	....
Pacific of Missouri (Atl. & Pac.):							3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	98
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug.	New York.	1888	84	Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	1876	....
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	" "	1891	75	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	100
Income Bds.	1,500,000	7	" " "	" "	1892	....	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	"	1877	....
St. Louis County Bonds:							Plymouth, Kankakee & Pacific:						
1st Mort. (Lex. & St. Louis) gold	700,000	7	Monthly	St. Louis.	1885	....	1st Mortgage for \$3,600,000.						
1st Mort. (Lex. & St. Louis) gold	1,000,000	6*	Jan. & July.	New York.	1887	....	Port Huron & Lake Michigan:						
1st Mort. (Leach & Nev.) gold	500,000	7	April & Oct.	" "	1889	....	1st Mortgage gold, for \$1,800,000.						
Paducah and Memphis:							1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	New York.	1889	90
1st Mortgage gold for \$2,835,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....	1st Mort. (Maine Section) gold.	800,000	6*	Jan. & July.	Boston.	1900	....
Panama:							1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	"	1901	....
1st Mortgage, stg £19,350.	93,847	7*	April & Oct.	London.	1875	....	1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	Boston.	1891	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	" "	1897	....	1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	"		
Paris and Decatur:							1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	Boston.	1891	....
1st Mortgage sold.....	1,200,000	7*	Jan. & July.	New York.	1901	....	1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	"		
Paterson and Newark (Erie):							1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	New York.	1890	90
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	Boston.	1891	....
Pekin, Line & Decatur (TW & W.):							1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	"		
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	88	1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	Boston.	1891	....
Pemberton & Hightops (U.C. of NJ):							1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	"		
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....	1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	"		
Pemberton & N. York (N.J.S.):							1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	"		
1st Mortgage, guaranteed.....	500,000	7	....	New York.	1887	....	1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	"		
Peninsular Railway:							1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	"		
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....	1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	"		
1st Mortgage gold (S.F.) 2d series	979,000	7*	" "	" "	1900	....	1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	"		
Pennsylvania:							1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	"		
1st Mortgage (Harr. to Pbg.):	4,972,000	7	Jan. & July.	Philadelphia.	1880	100	1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	"		
2d Mortgage (" ") stg.	2,594,000	6	April & Oct.	" "	1875	100 $\frac{1}{2}$	1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	"		
2d Mortgage (" ") stg.	2,282,240	6*	" "	London.	1875	....	1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	"		
General Mortgage (coupl. & reg.):	18,604,500	6*	" "	J. A. J. & O.	1910	92	1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	"		
State lien for \$17,500,000, skg fd'd	5,758,905	5	April & Oct.	Harrisburg.	1882	....	1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	"		
Pennsylvania Coal:							1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	"		
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....	1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	"		
Pennsylvania and Delaware:							1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	"		
1st Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901	....	1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	"		
Income Mortgage.....	3,000,000	7	March & Sept.	" "	1891	....	1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	"		
Pennsylvania & New York (L.V.):							1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	"		
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	100	1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	"		
1st Mortgage guaranteed.....	1,500,000	7	" "	" "	1906	....	1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	"		
Peoria & Bureau Val(C.R.I. & P.):							1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	"		
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....	1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	"		
Peoria & Hannibal (C. B. & Q.):							1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	"		
1st Mortgage, traffic guarantee.....	600,000	8	Jan. & July.	Boston.	1878	....	1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	"		
Peoria, Pequin and Jacksonville:							1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	"		
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	"		
2d Mort. conv. and tax free.....	1,000,000	7	April & Oct.	" "	1900	1st Mort. (Maine Section) gold.	800,000	6*	May & Nov.	"		
Peoria and Rock Island:													

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Rockford, R. Island & St. Louis:											
1st Mortgage tax free.....	\$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....	Sioux City and Pacific:				
Rome, Watertown & Ogdensburg:							1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston, 1898
1st Mortgage (W. & R.) Skg Fund	799,900	7	March & Sept.	New York	1880	....	Somerset (Me. Central):	560,000	7*	June & Dec.	Boston, 1891
1st Mort. (Potsdam & Water.).	327,000	7	June & Dec.	"	"		1st Mortgage gold.....	1,407,270	5*	Jan. & July.	London, '82-'88
Consolidated Mort. Skg Fund..	824,500	7	"	"	1891	....	1st Mortgage (L.) currency.....	807,500	7	"	New York, '82-'88
Roncourt and Oswego:							Domestic (H.) Bonds.....	192,500	7	April & Oct.	Charleston, 1872
1st Mortgage, gold \$20,000 p.m.							Domestic (G.) Bonds.....	342,500	6	Jan. & July.	" '73-'74
Butland (Verm. Cen. & Can.):							Domestic (I.) Bonds.....	1,470,000	7	April & Oct.	" '88-'91
Equ pment Mortgage, tax free..	500,000	7	May & Nov.	Boston	1880	79	Domestic Bonds.....	78,000	6	Jan. & July.	" '80-'92
Equipment Mortgage.....	500,000	8	March & Sept.	"	1880	93	Domestic (special) Bonds.....	71,200	7	various.	" '72-'74
Saint Croix and Penobscot:							South Florida:				
1st Mort. (Cal. & Baring).	95,200	6	Jan. & July.	Calais, Me.	1879	....	1st M. endor. by State \$16,000pm		8		
2d Mort. (" ")	17,500	6	"	"	1879	....	South Georgia & Florida (A. & G.):	464,000	7	May & Nov.	New York, 1888
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....	1st Mort. assumed by At&L. & Gulf	200,000	7	"	" 1889
St. Joseph & Denver City:							2d Mort.				
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....	South Mountain Iron (Cumb. Val.):				
1st M.(W.D.)land grant, g'd tax fr	16,000pm	8*	"	"	1900	....	1st Mortgage guaran.eed.....	200,000	6	June & Dec.	Philadelphia, 1888
St. Louis, Alton and Terre Haute:							2d Mortgage for \$200,000.....	179,000	7	March & Sept.	" 1884
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York	1894	100	South and North Alabama:				
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	"	1894	....	1st Mort., endor. by Ala. gold...	22,000 pm	8*	Jan. & July.	New York, 1890
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	87	South Pacific (At&L. & Pac.):				
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York, 1888
2d Mortgage Income (Series E).	1,700,000	7	"	"	1894	76	South Shore (Mass.):				
Equipment Mortgage	300,000	10	March & Sept.	"	1894	....	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston, 1880
St. Louis, Conn. Bluffs & Omaha:							South Side (L. I.):				
1st Mortgage, gold \$16,000		7*	Jan. & July.	New York	1901	....	1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York, 1887
St. Louis and Iron Mountain:							South Side, Va. (A.M. & O.):				
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York	1892	96	1st prefer d bonds	675,000	8	Jan. & July.	New York, '84-'90
St. Louis, Jacksonv. & Chic. (C&A):							2d preferred bonds	617,000	6	"	" '84-'90
1st Mortgage Mar. 16, 1864 gr. ar.	2,929,000	7	April & Oct.	New York	1894	92	3d preferred bonds	448,500	6	"	" '84-'90
2d Mortgage May 1, 18.8 gruar.	548,000	7	Jan. & July.	"	1898	....	Southern Central:				
St. Louis, Kansas City & Northn:							1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York, 1900
1st Mortgage (late North Mo.).	6,000,000	7	Jan. & July.	New York	1901	87	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York, 1900
St. Louis, Lawr. & Devn. (Pacific):							2d Mortgage land grant tax free.....	3,600,000	8	April & Oct.	New York, '78-'88
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York	1901	....	2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	" 1890
St. Louis and South Eastern:							Southern (Cal.) Pacific:				
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York	1894	....	1st Mortgage gold for \$28,000,000.	5,750,000	6*		
1st M. (Evans, D.) gold skg f'd, con	1,000,000	7	"	"	1896	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia, 1890
St. Louis and St. Joseph:							2d Mortgage gold.....	88,000	7*	"	" 1890
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York	1893	....	South Western (Cen. of Ga.):				
St. Louis, Van. & T. H. (T.H.&L.):							Plain Bonds, various conv.....	391,000	7	various.	Macon, '72-'86
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York	1897	....	1st Mortgage (Muscogee) conv..	300,000	7	"	" '72-'76
2d Mortgage, (A.) guaranteed..	1,600,000	7	May & Nov.	"	1898	....	Spartanburg and Union:				
2d Mortgage (B.) convertible... .	1,000,000	7	"	"	1898	....	1st Mortgage, end. by S. Car ..	350,000	7	Jan. & July.	Charleston, 1879
Income Mortgage.....	798,000	7	March 1.	Pittsburg.	1891	....	1st Mortgage not endorsed.....	198,370	7	"	" 1879
St. Paul and Chicago (M. & St. P.):							Springfield & Illinois S. Eastern:				
1st M. land gr. gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York	1900	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York, 1900
St. Paul and Pacific - 1st Division:							2d Mortgage gold, tax free.....	1,000,000	7*	"	" 1900
1st Mort. (St.P. to St.Anth.) 10m.	120,000	8	March & Sept.	New York	1892	....	Springfield and Nwthwestern:				
1st Mort.(St.Paul to Wab.) 70 m.	700,000	7	Jan. & July.	"	1892	....	1st Mortgage gold, skg fund.....	20,000 pm	7*	Feb. & Aug.	New York, 1901
2d M.(N. Line)80 m. & 1st land gr.	1,200,000	7	June & Dec.	"	1892	....	1st Mortgage.....	200,000	7	Jan. & July.	New York, 1886
General Mort. (R. R. & Lands).	2,022,000	7	Jan. & July.	"	1892	....	2d Mortgage.....	85,000	7	Jan. & July.	New York, 1874
General Mort., (R. R. & Lds) stg.	1,000,000	7*	"	"	London.	....	Sunbury and Lewiston:				
1st M. (W. Line) R. R. & Lands.	6,000,000	7	— & —	New York.	....	1st Mortgage.....	350,000	6	Jan. & July.	Philadelphia, 1875	
2d M. (W. Line) R. R. & Lands.	3,000,000	7	— & —	"	....	2d Mortgage.....	198,370	7	Feb. & Aug.	" 1880	
St. Paul and Sioux City:							1st Mort. (S. Car)	350,000	7	Jan. & July.	Charleston, 1879
1st Mortgage \$16,000 p.m.....	2,000,000	7	Jan. & July.	New York	1896	....	1st Mortgage not endorsed.....	198,370	7	"	" 1879
Land Stock on 400,000 acres.....	2,400,000	8	J. A. J & J.	"	1890	....	Springfield & Illinois S. Eastern:				
St. Paul, Stillwater & Taylor's F.:							1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York, 1900
1st Mortgage for \$450,000.....		8	Jan. & July.	New York	1901	....	2d Mortgage gold, tax free.....	1,000,000	7*	"	" 1900
Salem (W. Jer.):							1st Mortgage gold, skg fund.....	20,000 pm	7*	Feb. & Aug.	New York, 1901
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia	1878	92	1st Mortgage.....	200,000	7	Jan. & July.	New York, 1886
Salem and Lowell (B. & L.):							2d Mortgage.....	85,000	7	Jan. & July.	New York, 1874
Bind. Mansfield & Newark (C&O):							Sullivan (Verin. Central):				
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York	1909	....	1st Mortgage.....	350,000	7	Jan. & July.	New York, 1875
San Fran., Oakland & Alameda:							2d Mortgage.....	250,000	6	Jan. & July.	Boston, 1875
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York	....		Sullivan and Erie:				
Saratoga & Whitehall (R. & S.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York, 1886
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York	1886	....	Summit Branch:				
Savannah and Charleston:							1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia, 1875
1st Mortgage (Sav. & Char.) bonds.	500,000	7	Jan. & July.	New York	1889	....	2d Mortgage.....	1,200,000	7*	April & Oct.	Philadelphia, 1890
State guaranteed (C. & S.) bonds.	505,000	6	May & Nov.	Charleston	1870	....	Superior and St. Croix:				
Funded Interest bonds.....	157,400	7	"	"	1889	....	1st Mortgage, \$16,000 p. m.....	8			
Savannah, Griffin & North Ala.:							1st Mortgage, \$16,000.....	8			
1st Mortgage for \$450,000 guar..	152,000	7	Jan. & July.	Macon	1891	....	2d Mortgage.....	1,000,000	7		
Savannah and Memphis:							Superior and Northwestern :				
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York	1890	....	1st Mortgage, \$16,000.....	8			
Schenectady & Susq. (D. & H. Can.):							2d Mortgage.....	1,000,000	7		
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York	1900	....	Springfield & Illinois (Eric.):				
Seaboard and Roanoke:							1st Mortgage.....	1,400,000	7	April & Oct.	New York, 1879
1st Mortgage.....	210,000	7	Jan. & July.	New York	1800	....	2d Mortgage.....	270,000	7	June & Dec.	" 1887
Selma and Gulf:							Syracuse and Chenango Valley:				
1st M. (guar. by Ala.) \$16,000pm.		8*	April & Oct.	New York	1890	....	1st Mort. gold, for \$10,000.....	7*	Feb. & Aug.	New York, 1891	
Selma, Marion and Memphis:							Tebo and Neosho (M. K. C. & T.):				
1st M. gold gr. by Ala. \$16,000pm.		8*	March & Sept.	New York	1889	....	1st Mortgage, skg fund.....	1,163,000	7*	June & Dec.	New York, 1903
Selma, Rome and Dalton:							Terre Haute & Indianapolis:				
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York	1887	....	1st Mortgage.....	800,000	7	April & Oct.	New York, 1897
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1890	....	2d Mortgage.....	243,000	7	May & Nov.	New York, 1872
Equipment Mortgage.....	230,000	10	"	"	1881	....	Tom's River & Watert.(N.J.S.):				
Shamokin Valley & Pottav.(N.C.):							1st Mortgage.....	1,600,000	7	June & Dec.	New York, 1894
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia	1872	....	2d Mortgage.....	1,800,000	7	Feb. & Aug.	" 1896
Shetogyan and Fond du Lac:							1st Mortgage (W. Div.) 110 m.	1,800,000	7	Feb. & Aug.	" 1896
1st Mortgage.....	729,000	7	June & Dec.	New York	1884	....	2d Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" 1896
Shenango and Allegheny:							Equipment Mort. sinking fund.....	1,300,000	7	April & Oct.	" 1886
1st Mortgage for \$1,000,000	694,000	8	April & Oct.	"	1886	....	Consol. Mort. 227 m. \$6,500,000.	94,000	8	Jan. & July.	" 1879
Hepau Valley (O.L.):							1st Mortgage (Burl. Br.) 19 m.	1,406,000	7	May & Nov.	" 1910
1st Mortgage.....	638,000	7	April & Oct.	New York	1889	....	2d Mortgage.....	250,000	7	June & Dec.	" 1910
Shore Line (N. Y. & N. H.):							1st Mortgage guaranteed.....				

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where						When.	Where		
Toledo, Wabash and Western:								Western Maryland:					
1st Mort. (Tol. & Ill., 75 m.)	\$900,000	7	Feb. & Aug.	New York.	1890	96	1st Mortgage.....	\$400,000	6	Jan. & July.	Baltimore.	1890	80
1st M.(L.Erie, W. & St.L. 167 m.)	2,500,000	7	"	"	1890	...	1st Mort. endor. by Balt.	200,000	6	"	"	1890	97
1st Mort.(Gt.W.R.R. W.D.100m)	4,000	10	April & Oct.	"	1888	...	2d Mort.	300,000	6	"	"	1890	97
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	"	1888	94	2d Mort. endor. by Wash. Co.	300,000	6	"	"	1890	84
1st Mort. (Quincy & Tol. 34 m.)	500,000	7	May & Nov.	"	1890	91	2d Mortgage preferred.....	600,000	6	"	"	1895	70
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	"	1882	88	3d Mortgage endor. by Balt.	875,000	6	"	"	1900	96
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878		Western Pacific (Cen. Pac.):						
2d Mort. (T. Wab. & Wt. 167 m.)	1,500,000	7	"	"	1871	92	1st Mortgage assumed, gold....	2,735,000	6*	Jan. & July.	New York.	1899	92
2d M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	"	"	1883	84	Western Pennsylvania (Penn.):						
Equipment (Tol. & Wab. 75m.).	600,000	7	"	"	1883	82	1st Mortgage (main line 57 m.)	800,000	6	April & Oct.	Philadelphia.	1893	80
Consol. Mortgage (500 m.).	2,700,000	7	F. M. A. & N.	"	1907	84	1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	...
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	"	"	1900	89	Western Union (M. & St. P.):						
Troy, Salem & Rutland(R. & Sar.):	500,000	7	May & Nov.	New York.	1890	...	1st Mortgage for \$5,000,000	3,275,000	7	Jan. & July.	New York.	1896	...
1st Mortgage, guaranteed.....							Lan of Mar. 1, 1863 gr. by C. & A.	400,000	6	March & Sept.	Camden.	1886	...
Troy Union (and Depot):	500,000	6	Jan. & July.	New York.	1873	...	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896	93
1st Mortgage, guaranteed.....	180,000	6	"	"	1878	...	Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	103
Tuckerton:	400,000	7	April & Oct.	Philadelphia.	1901	...	West Wisconsin:						
1st Mortgage.....							1st Mort. land gr. gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84
Union Pacific:							Whitehall & Plattsburg (M. & P.):						
1st Mortgage gold, tax free.....	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	78	1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1888	...
2d Mortgage (Gov. subsidy).....	27,236,000	6	"	"	'96-'99		1st Mortgage.....	200,000	7	Jan. & July.	New York.	1873	...
1st Mort. Land Grant.....	9,193,000	7	April & Oct.	"	1899	70	1st Mortgage.....	350,000	8	May & Nov.	New York.	1900	...
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	57	Wilmington, Colum. & Augusta:	8,200,000	7	June & Dec.	Baltimore.	1900	75
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896		Wilm. Charlotte & Rutherford:	1,500,000	8	Jan. & July.	New York.	1897	...
Union Pacific (Central Div.):							1st mortgage.....	1,000,000	8	"	"	1897	...
1st Mortgage gold, tax free.....	1,800,000	6*	May & Nov.	New York.	1895		1st Mortgage, endor. by N. Car.						
2d Mortgage (Gov. subsidy).....	1,800,000	6	Jan. & July.	"	'96-7-8		Wilmington and Reading:	1,250,000	7	April & Oct.	Philadelphia.	1900	99
Union Pacific, S. Br. (M.K. & T.):	3,595,000	6*	Jan. & July.	New York.	1899		2d Mortgage coupon or regis.	723,600	7	Jan. & July.	"	1902	83
Union & Titusville(O.C. & A. Riv.):							Wilmington and Weldon:						
1st Mortgage.....	500,000	7	Jan. & July	New York.	1890		Sterling Bonds.....	648,700	6*	Jan. & July.	London.	1881	...
United Companies of New Jer.:							Currency Bonds.....	221,400	7	May & Nov.	New York.	1882	...
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880		Sinking Fund gold, Bonds.....	710,000	7*	Jan. & July.	"	1896	...
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98	Wilmington and Western (Del.):	400,000	7-3	J. A. & J. O.	Wilmington.	1892	...
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875		1st Mortgage, Jan. 1, 1872.....	400,000	7-3	J. A. & J. O.	"		
Loan of 1883 (" " "	450,000	6	"	"	1878		Winona & St. Peter (C. & N. W.):	2,750,000	7	Jan. & July.	New York.	1890	82
Loan of 1883(Camden & Amb'y)	1,700,000	6	"	"	1883		1st Mortgage \$20,000 p.m.....	1,565,000	7	May & Nov.	"	1890	...
Loan of 1889.....	866,000	6	June & Dec.	Philadelphia.	1889	89	2d Mortgage \$12,000 p.m.....	4,370,000	7*	June & Dec.	"	1916	...
Consolidated(mort.) Loan of 1889	5,000,000	6	May & Nov.	Princeton.	1889		Land Grant Mort. gold, skg fund						
Sterling Loan £369,200.....	1,848,000	5*	March & Sept.	London.	1894		Wisconsin Central:						
Sterling Loan £380,000.....	1,800,000	6*	"	"	1888		1st M. L. G. gold S. Y. \$25,000pm						
Loan of 1888.....	154,000	6	"	"	1887		Worcester (Md.):						
Bond to State of New J. (N.J.C.):	100,000	7	Feb. & Aug.	New York.	1887		1st Mortgage.....	210,000	6	Jan. & July.	Baltimore.	1891	...
Bond to State of N. J. (U.C.o's)	500,000	7	"	"	1887		Worcester and Nashua:						
Loan of 1894.....	2,000,000	6	April & Oct.	Philadelphia.	1894		Plain Bonds.....	125,000	7	Jan. & July.	Boston.	1890	...
Utica and Black River:							Plain Bonds.....	75,000	6	"	"	1890	...
1st Mortgage.....	351,500	7	Jan. & July.	N. Y. & Utica.	1878		CANAL BONDS:						
Utica, Chen. & Susq. Val.(D&H.C.):							Chesapeake and Delaware:						
1st Mortgage.....		7	"	"			1st Mortgage sinking fund.....	1,997,872	6	Jan. & July.	Philadelphia.	1886	85
Utica, Ithaca and Elmira:							Chesapeake and Ohio:						
1st Mortgage gold, skg fund....	25,000	m	7*	Jan. & July.	N. Y. & Lond.	1892	1st Mortgage sinking fund.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	...
Vermont Central:							Maryland Loan sinking fund.....	4,375,000	6	J. A. J. & O.	London.	1890	...
1st Mortgage consolidated.....	3,000,000	7	June & Dec.	Boston.	1886	25	Steering, Loan guaranteed.....	1,699,500	6	J. A. J. & O.	Baltimore.	1885	112
2d Mortgage consolidated.....	1,500,000	7	"	"	1891	7	Preferred Bonds (next lien).....						
1st Mort.(Stan. Sheff. & Ch. R.R.)	443,800	7	Jan. & July.	"	1887	67	Delaware Division (L.C. & N.):						
Guar. Stock (Vt. & Co.R.R.):	795,500	8	June & Dec.	"	"	80	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	89
Equipment Mortgage.....	1,000,000	8	May & Nov.	"	1886	76-77	Lat Mort. & Hudson:						
Equipment Mortgage.....	1,000,000	8	"	"	1889	79	1st Mort. sinking fund.....	5,166,277	6	J. A. J. & O.	Philadelphia.	1884	90
Vermont and Massachusetts:							2d Mort.	2,000,000	6	F. M. A. & N.	"	1897	92
1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston.	1883	25	Mortgage reg.....	5,166,277	6	J. A. J. & O.	Philadelphia.	1884	90
Convertible bonds, tax free.....	200,000	7	"	"	1879	99	Mortgage Loan reg.....	2,000,000	6	F. M. A. & N.	"	1897	92
Vermont Valley (Rutland):							Mortgage (equip.) Loan, gold.....	4,944,000	6*	June & Dec.	"	1897	91
1st Mortgage.....	386,000	7	April & Oct.	New York.	1880		Convertible Loan, gold.....	922,000	6*	March & Sept.	"	1894	92
1st Mortgage.....	114,000	6	"	Boston.	1880		Convertible Bonds.....	1,496,879	6	June & Dec.	"	1877	82
2d Mortgage.....	293,200	7	"	New York.	1885		Monongahela Navigation:						
Vicksburg and Meridian:							1st Mortgage.....	103,000	6	Jan. & July.	New York.	1887	...
1st series (red).....	722,500	7	Jan. & July.	Philadelphia.	1890		Morris (and Banking):						
General 2d series (blue).....	850,000	7	"	"	1890		1st Mortgage.....	500,000	6	April & Oct.	Philadelphia.	1876	94
Mortgage 3d series (black).....	154,000	7	"	"	1890		2d Mortgage.....	285,000	6	"	"	1876	93
4th series (not end.).....	1,273,000	7	April & Oct.	"	1880		Boat Loan, sinking fund.....	236,965	7	"	"	1886	90
Special Loan 1871.....	225,439	8	Jan. & July.	"	1880		Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	...
Vineland:							Pennsylvania:						
1st Mortgage tax free.....	750,000	7	April & Oct.	New York.	1890		1st Mortgage skg fund guar.....	2,205,000	6	Jan. & July.	Philadelphia.	1887	69
Virginia & Tennessee(A.M. & O.):							1st Mortgage (Wy. Val. Can.):	600,000	6	"	"	1878	...
1st Mortgage.....	494,000	6	Jan. & July.	N.Y. & Lynch.	1873	95	1st Mortgage (Wyo. Val. Can.):	743,654	7	"	"	1866	...
Enlarged Mortgage.....	990,000	6	"	"	1884	75	Interest Bonds (Erie Canal):	161,960	7	"	"	1878	...
4th Mortgage.....	846,000	8	March & Sept.	"	1890	874	Tidewater Navigation(Ph. & Rdg.):	1,748,967	6	March & Sept.	Philadelphia.	'82-'97	...
Registered Certificates.....	123,208	8	Jan. & July.	"	"		1st Mortgage.....	4,016,870	6	Jan. & July.	"	1882	71
Funded Interest.....	204,200	8	"	"	1880		2d Mortgage.....	85,222	6	"	"	1876	76
Income Mortgage (fundable).....	112,500	8	"	"	1866		Plain Bonds.....	302,500	6	May & Nov.	"	1870	80
Wallkill Valley (Erie):							Improvement bonds.....	756,650	6	"	"	1888	76
1st Mortgage gold, tax free.....	20,000	pm	7	April & Oct.	New York.	1910	Boat and Car Loan.....	628,100	7	"	"	1889	86
Ware River (Vi. Cen.):							Coupon Bonds.....	1,079,000	6	Jan. & July.	"	1896	71
1st Mortgage gold, for \$750,000.	462,000	6*	June & Dec.	New York.	1890		Susquehanna (S. & Tide Water):						
Warren (D. L. & W.):							1st Mortgage.....	227,000	6	Jan. & July.	Philadelphia.	1894	74
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875		2d Mortgage.....	700,000	6	"	"	1885	...
2d Mortgage, guaranteed.....	750,000	7	May & Nov.	"	1900		3d Mortgage.....	874,000	6*</				

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Shares ("") occurring in the column headed "Rolling Stock," "Debt," "Income," "Dividends, &c., &c." indicate that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (----) signify "not ascertained."

Land Grant Railroads are printed in "Italics." Stateaid Railroads are distinguished by a

line through the name.

Year ending	Railroad	Rolling Stock		Freight.		Cars.		Cooperatives		Property and Assets.		Liabilities.		Operations.		Earnings.		Value of Shares.	
		M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.
Sept. 30, 1872	Adirondack	\$ 1,181.0	\$ 1	106	106	106	106	106	106	106	106	106	106	106	106	106	106	106	106
May 31, 1872	Alabama and Chattanooga	2,136.5	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Dec. 31, 1872	Alabama and Georgia	4,46.0	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
Mar. 31, 1873	Albany and B. & H.	81.3	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Sept. 30, 1872	Alexandria and Fredericksburg	142.0	57.1	57.1	57.1	57.1	57.1	57.1	57.1	57.1	57.1	57.1	57.1	57.1	57.1	57.1	57.1	57.1	57.1
Sept. 30, 1872	Pennsylvania Valley	13,200.000	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Jan. 31, 1873	Allegheny Valley	51.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Sept. 30, 1872	Allegany and Ohio	449,112.0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Nov. 30, 1872	Alma	138.0	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
Dec. 31, 1872	Amherst	20	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Mar. 31, 1873	Anchorage	23.5	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9
Sept. 30, 1872	Appalachian	465.0	23.3	23.3	23.3	23.3	23.3	23.3	23.3	23.3	23.3	23.3	23.3	23.3	23.3	23.3	23.3	23.3	23.3
June 30, 1872	Appomattox	13.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Sept. 30, 1872	Appomattox and Roanoke	386,214.0	36.2	36.2	36.2	36.2	36.2	36.2	36.2	36.2	36.2	36.2	36.2	36.2	36.2	36.2	36.2	36.2	36.2
Sept. 30, 1872	Appomattox and Roanoke	387.82	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Sept. 30, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Dec. 31, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Mar. 31, 1873	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Sept. 30, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Sept. 30, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Sept. 30, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Sept. 30, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Sept. 30, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Sept. 30, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Sept. 30, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Sept. 30, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Sept. 30, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Sept. 30, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Sept. 30, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Sept. 30, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Sept. 30, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Sept. 30, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Sept. 30, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Sept. 30, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Sept. 30, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Sept. 30, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Sept. 30, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Sept. 30, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Sept. 30, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Sept. 30, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Sept. 30, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Sept. 30, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Sept. 30, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Sept. 30, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Sept. 30, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Sept. 30, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Sept. 30, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Sept. 30, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Sept. 30, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Sept. 30, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Sept. 30, 1872	Appomattox and Roanoke	388.00	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Sept. 30, 1872	Appomattox and Roanoke	388.																	

RAILROAD SHARE LIST, Including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

(A dash (-) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad," A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertainable." Land Grant Railroads are printed in "bold type." Stateaid Railroads are distinguished by a "S."

Railroad.	Year ending	Freight.			Passenger.			Operations.			Abstract of General Balance Sheet.			
		Cars.	R. M. F.	Pass.	Engines.	Railroad	2d Track and Sidings.	Branch Line.	Main Line.	Rolling Stock.	Property and Assets.	Liabilities.	Value of Shares.	
Dec. 31, 1872	66.0	38.36	6	607	First and Pere Marquette.....	Michigan.	6,765,602	1,155,131	694,466	384,284	3,397,300	5,389,000	1,048,609	1,244,673
Oct. 30, 1872	26.0	33.7	66.0	5	6	Flushing and North Side.....	New York.	902,168	254,371	100,000	1,281,300	61,057	234,559	1,183,012
Sept. 30, 1872	11.8	6.3	6.0	5	10	Fonda, Johnston and Groversville.....	New York.	463,732	300,000	300,000	41,382	100,000	1,266,278	281,044
Dec. 31, 1872	10.0	3.2	3	8	2	237 Ft. Wayne, Jack. & Saginaw, Ind. & Mich.	Michigan.	3,000,000	313,000	28,000	1,080,000	2,000,000	100,000	100,000
June 30, 1872	100.0	5.2	5.0	2	1	Ft. Wayne, Muncey and Clin.	Indiana.	1,021,792	182,062	1,000,000	2,300,000	100,000	100,000	
Sept. 30, 1872	109.0	2.7	2.5	3	1	Franklin and Lowell.....	Mass.	283,745	65,170	488,886	660,000	112,668	30	
Dec. 31, 1872	26.0	3.3	3.0	2	3	Freehold and Jamesburg.....	N. Jersey	2,255,462	207,906	61,000	2,051,468	662,840	22.0	
Feb. 26, 1873	11.5	1.2	1.2	2	3	156 Galv. & Harrisonburg & San Antonio, Tex.	Texas.	2,622,063	398,639	14,196	1,000,000	1,600,000	80,000	
Dec. 31, 1873	86.0	10.0	9.5	4	4	284,123	1,000,000	1,000,000	360,000	311,001	80,000	100,000		
Dec. 31, 1873	80.0	10.0	10.0	5	5	1,355,389	418,193	1,000,000	1,000,000	310,000	280,100	100,000		
Mar. 31, 1873	31.0	5.6	5.6	6	6	Glenn, Clinton & Springfield.....	Georgia.	4,156,000	*	1,000,000	2,000,000	157,240	855,233	1,022,454
June 30, 1873	111.0	5.6	5.6	7	7	Graham, and Decherdton.....	Illinoian.	4,000,000	*	1,000,000	2,000,000	110,000	100,000	
Sept. 30, 1873	11.6	3.1	3.0	8	8	Grand Rapids and Indiana.....	Mich. & Ind.	4,807,936	1,114,214	128,797	1,445,995	2,800,000	80,000	100,000
Mar. 31, 1873	94.0	4.7	4.7	9	9	Grand River Valley.....	Michigan.	1,992,000	*	1,000,000	492,000	1,000,000	100,000	
Dec. 31, 1873	85.0	4.7	4.7	10	10	341,299	50,468	5,197,215	5,346,899	16,975,503	91,972,266	4,670,346	100,000	
Jan. 31, 1873	28.0	26.0	26.0	11	11	62,03710	230,160	10,816,000	10,816,000	24,167,47	10,816,000	100,000		
Dec. 31, 1873	28.0	26.0	26.0	12	12	177,146	39,530	1,000,000	1,000,000	1,000,000	1,000,000	100,000		
Sept. 30, 1873	171.0	61.0	61.0	13	13	230,160	10,816,000	1,000,000	1,000,000	1,000,000	1,000,000	100,000		
June 30, 1872	111.0	5.6	5.6	14	14	66	17	67	62	62	62	62		
Sept. 30, 1872	11.6	3.1	3.0	15	15	302	17	62	62	62	62	62		
Dec. 31, 1872	268.7	26.0	26.0	16	16	34,17	8	8	8	8	8	8		
Sept. 30, 1872	11.6	3.1	3.0	17	17	8,404	17	8,404	17	8,404	17	8,404		
Dec. 31, 1872	268.7	26.0	26.0	18	18	34,17	8	8	8	8	8	8		
Sept. 30, 1872	11.6	3.1	3.0	19	19	34,17	8	8	8	8	8	8		
Dec. 31, 1872	268.7	26.0	26.0	20	20	34,17	8	8	8	8	8	8		
Sept. 30, 1872	11.6	3.1	3.0	21	21	34,17	8	8	8	8	8	8		
Dec. 31, 1872	268.7	26.0	26.0	22	22	34,17	8	8	8	8	8	8		
Sept. 30, 1872	11.6	3.1	3.0	23	23	34,17	8	8	8	8	8	8		
Dec. 31, 1872	268.7	26.0	26.0	24	24	34,17	8	8	8	8	8	8		
Sept. 30, 1872	11.6	3.1	3.0	25	25	34,17	8	8	8	8	8	8		
Dec. 31, 1872	268.7	26.0	26.0	26	26	34,17	8	8	8	8	8	8		
Sept. 30, 1872	11.6	3.1	3.0	27	27	34,17	8	8	8	8	8	8		
Dec. 31, 1872	268.7	26.0	26.0	28	28	34,17	8	8	8	8	8	8		
Sept. 30, 1872	11.6	3.1	3.0	29	29	34,17	8	8	8	8	8	8		
Dec. 31, 1872	268.7	26.0	26.0	30	30	34,17	8	8	8	8	8	8		
Sept. 30, 1872	11.6	3.1	3.0	31	31	34,17	8	8	8	8	8	8		
Dec. 31, 1872	268.7	26.0	26.0	32	32	34,17	8	8	8	8	8	8		
Sept. 30, 1872	11.6	3.1	3.0	33	33	34,17	8	8	8	8	8	8		
Dec. 31, 1872	268.7	26.0	26.0	34	34	34,17	8	8	8	8	8	8		
Sept. 30, 1872	11.6	3.1	3.0	35	35	34,17	8	8	8	8	8	8		
Dec. 31, 1872	268.7	26.0	26.0	36	36	34,17	8	8	8	8	8	8		
Sept. 30, 1872	11.6	3.1	3.0	37	37	34,17	8	8	8	8	8	8		
Dec. 31, 1872	268.7	26.0	26.0	38	38	34,17	8	8	8	8	8	8		
Sept. 30, 1872	11.6	3.1	3.0	39	39	34,17	8	8	8	8	8	8		
Dec. 31, 1872	268.7	26.0	26.0	40	40	34,17	8	8	8	8	8	8		
Sept. 30, 1872	11.6	3.1	3.0	41	41	34,17	8	8	8	8	8	8		
Dec. 31, 1872	268.7	26.0	26.0	42	42	34,17	8	8	8	8	8	8		
Sept. 30, 1872	11.6	3.1	3.0	43	43	34,17	8	8	8	8	8	8		
Dec. 31, 1872	268.7	26.0	26.0	44	44	34,17	8	8	8	8	8	8		
Sept. 30, 1872	11.6	3.1	3.0	45	45	34,17	8	8	8	8	8	8		
Dec. 31, 1872	268.7	26.0	26.0	46	46	34,17	8	8	8	8	8	8		
Sept. 30, 1872	11.6	3.1	3.0	47	47	34,17	8	8	8	8	8	8		
Dec. 31, 1872	268.7	26.0	26.0	48	48	34,17	8	8	8	8	8	8		
Sept. 30, 1872	11.6	3.1	3.0	49	49	34,17	8	8	8	8	8	8		
Dec. 31, 1872	268.7	26.0	26.0	50	50	34,17	8	8	8	8	8	8		
Sept. 30, 1872	11.6	3.1	3.0	51	51	34,17	8	8	8	8	8	8		
Dec. 31, 1872	268.7	26.0	26.0	52	52	34,17	8	8	8	8	8	8		
Sept. 30, 1872	11.6	3.1	3.0	53	53	34,17	8	8	8	8	8	8		
Dec. 31, 1872	268.7	26.0	26.0	54	54	34,17	8	8	8	8	8	8		
Sept. 30, 1872	11.6	3.1	3.0	55	55	34,17	8	8	8	8	8	8		
Dec. 31, 1872	268.7	26.0	26.0	56	56	34,17	8	8	8	8	8	8		
Sept. 30, 1872	11.6	3.1	3.0	57	57	34,17	8	8	8	8	8	8		
Dec. 31, 1872	268.7	26.0	26.0	58	58	34,17	8	8	8	8	8	8		
Sept. 30, 1872	11.6	3.1	3.0	59	59	34,17	8	8	8	8	8	8		
Dec. 31, 1872	268.7	26.0	26.0	60	60	34,17	8	8	8	8	8	8		
Sept. 30, 1872	11.6	3.1	3.0	61	61	34,17	8	8	8	8	8	8		
Dec. 31, 1872	268.7	26.0	26.0	62	62	34,17	8	8	8	8	8	8		
Sept. 30, 1872	11.6	3.1	3.0	63	63	34,17	8	8	8	8	8	8		
Dec. 31, 1872	268.7	26.0	26.0	64	64	34,17	8	8	8	8	8	8		
Sept. 30, 1872	11.6	3.1	3.0	65	65	34,17	8	8	8	8	8	8		
Dec. 31, 1872	268.7	26.0	26.0	66	66	34,17	8	8	8	8	8	8		
Sept. 30, 1872	11.6	3.1	3.0	67	67	34,17	8	8	8	8	8	8		
Dec. 31, 1872	268.7	26.0	26.0	68	68	34,17	8	8	8	8	8	8		
Sept. 30, 1872	11.6	3.1	3.0	69	69	34,17	8	8	8	8	8	8		
Dec. 31, 1872	268.7	26.0	26.0	70	70	34,17	8	8	8	8	8	8		
Sept. 30, 1872	11.6	3.1	3.0	71	71	34,17	8	8	8	8	8	8		
Dec. 31, 1872	268.7	26.0	26.0	72	72	34,17	8	8	8	8	8	8		
Sept. 30, 1872	11.6	3.1	3.0	73	73	34,17	8	8	8	8	8	8		
Dec. 31, 1872	268.7	26.0	26.0	74	74	34,17	8	8	8	8	8	8		
Sept. 30, 1872	11.6	3.1	3.0	75	75	34,17	8	8	8	8	8	8		
Dec. 31, 1872	268.7	26.0	26.0	76	76	34,17	8	8	8	8	8	8		
Sept. 30, 1872	11.6	3.1	3.0	77	77	34,17	8	8	8	8	8	8		
Dec. 31, 1872	268.7	26.0	26.0	78	78	34,17	8	8	8	8	8	8		
Sept. 30, 1872	11.6	3.1	3.0	79	79	34,17	8	8	8	8	8	8		
Dec. 31, 1872	268.7	26.0	26.0	80	80	34,17	8	8	8	8	8	8		
Sept.														

Dividends, Rolling Stock, Debts, Income, Dividends, &c., &c. " " " " " and running debt (.....) signify "not ascertained"

^(C) occurring in the column headed "Boiling stock" and "Land Grant Railroads are printed in the column headed "General Balance Sheet."

	Railroad.	Rolling Stock.	Property and Assets.	Wages.	Liabilities.
Mar P vide Net Gro F P T M Rai oper - - - - -					

Sept. 30, 1872, 43.4	1.0	44.1	27.29	6	919 Providence and Worcester. R. I. & Mass. 1,900,000	606,568	125,666	107,861	2,000,000	500,000	224,612	84,019		
Nov. 30, 1872, 13.6	2.0	3.1	3	3	11 Providence, Warren and Kent Co. M.d. 646,079	351,000	94,500	63,911	1,605,267	621,986	239,926	10,100		
Dec. 31, 1872, 21.0	—	—	1	3	Queen Anne and St. Louis. Ill. 351,000	240,000	60,000	63,911	1,605,267	61,456	3	100		
May 31, 1872, 41.7	1.4	88.3	1	3	45 Quincy, Alton and St. Louis. Ill. 1,860,000	1,600,000	660,400	92,150	1,605,267	10,367	61,456	3	100	
Sept. 30, 1873, 97.0	9.7	12.1	2	2	44 Raleigh and Gaston. N. C. 1,600,000	1,600,000	660,400	92,150	1,605,267	21,487	9,089	60	100	
Sept. 30, 1873, 44.0	3.0	60.0	3	3	46 Raleigh and Augusta Air-Line. N. C. 1,184,211	87,786	67,000	1,605,267	31,228	64,096	389,277	164,400	100	
Sept. 30, 1873, 71.0	10.0	41.5	3	3	47 Raleigh and Gaston. N. C. 7,489,926	165,800	102,836	166,086	1,605,267	176,916	804,294	7,100	104	
Sept. 30, 1873, 140.5	66.2	16.7	16	10	272 Richmond and Danville 1. Virginia 2,022,927	211,461	2,021,080	610,171	2,026,066	259,5	626,334	174,834	100	
Sept. 30, 1873, 22.6	11.4	6.2	12	4	130 Richmond, Frederick and Potomac 1. Va. 1,600,000	298,322	1,600,000	610,171	2,026,066	303,546	363,546	100	100	
Sept. 30, 1873, 4.2	8.0	10.0	4	2	160 Richmond and Petersburg 1. Va. C. 1,600,000	30,224	847,100	628,286	1,600,000	308,518	145,918	100	100	
Sept. 30, 1873, 38.3	—	—	—	—	160 Richmond and York River. Va. 1,600,000	660,000	615,640	1,600,000	1,600,000	100,319	46,945	100	100	
Sept. 30, 1873, 18.5	—	—	—	—	162 Rochester and Genesee Valley. N. Y. 971,003	—	—	1,600,000	1,600,000	100	—	100	100	
Sept. 30, 1873, 21.0	—	—	—	—	163 Rockford, Rock Island and St. Louis. Ill. 16,967,070	—	—	1,600,000	1,600,000	100	—	100	100	
Sept. 30, 1873, 20.0	—	—	—	—	164 Rome. Georgia 233,236	—	—	1,600,000	1,600,000	100	—	100	100	
Sept. 30, 1873, 20.0	—	—	—	—	165 Rutland. Vermont 240,844	—	—	1,600,000	1,600,000	100	—	100	100	
Jan. 31, 1873, 226.0	—	—	—	—	166 St. Joseph and Denver City. Kan. & Neb. 11,186,223	1,286,719	6,641,300	1,701,000	1,600,000	441,909	338,440	1,160,764	282,106	7
Oct. 30, 1873, 44.0	6.0	6.1	6	1	167 St. Lawrence and Ottawa. Canada 1,600,000	4,000,000	1,600,000	1,600,000	1,600,000	417,428	517,000	832,062	100	100
Dec. 31, 1872, 54.0	—	—	—	—	168 St. Louis, Alton and Terre Haute. Illinois 1,765,400	250,100	1,600,000	1,600,000	1,600,000	409,381	1,180,740	465,981	100	100
Dec. 31, 1872, 189.0	18.0	29.0	13	9	169 St. Louis and Iron Mountain 1. Missouri 1,951,986	1,951,986	1,951,986	1,951,986	1,951,986	167,007	225,0	1,167,771	46,563	100
Dec. 31, 1872, 121.0	—	—	—	—	170 St. Paul and Sioux City. Minnesota 1,656,196	250,000	1,600,000	1,600,000	1,600,000	424,386	99,806	100	100	
Dec. 31, 1872, 196.3	15.3	37.0	9	20	171 St. Paul and Yankton River. S. Dak. 1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	220,000	220,000	220,000	100	100
Dec. 31, 1872, 310.0	48.0	50.0	26	12	172 St. Louis and S. Eastern. Ill. Ky. & Tenn. 11,086,000	1,725,000	3,998,000	11,000,000	1,600,000	316,5	316,5	316,5	100	100
Dec. 31, 1872, 100.0	—	—	—	—	173 Savannah, Albany and Gulf. Ga. 7,692,283	—	—	1,600,000	1,600,000	100	—	100	100	
Dec. 31, 1872, 180.0	—	—	—	—	174 Savannah and Charlton. S. C. & Ga. 1,600,000	—	—	1,600,000	1,600,000	100	—	100	100	
Jan. 31, 1873, 333.0	—	—	—	—	175 Seaboard and Roanoke. S. C. & N. Carolina 1,488,000	—	—	1,600,000	1,600,000	100	—	100	100	
Feb. 28, 1873, 80.0	—	—	—	—	176 Seaboard and Roanoke. Va. 1,600,000	—	—	1,600,000	1,600,000	100	—	100	100	
Apr. 30, 1873, 237.0	—	—	—	—	177 Seaboard, Remic and Dalton. Ala. & Georgia 1,600,000	—	—	1,600,000	1,600,000	100	—	100	100	
Dec. 31, 1872, 207.0	176.0	164.0	30	14	178 Shetley and Fond du Lac. Wisconsin 1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	237,0	237,0	237,0	100	100
Dec. 31, 1872, 121.0	—	—	—	—	179 Shenandoah and Allegany. Pennsylvania 1,600,000	—	—	1,600,000	1,600,000	100	—	100	100	
Dec. 31, 1872, 116.0	—	—	—	—	180 Shenandoah and Newark. New Jersey 1,600,000	—	—	1,600,000	1,600,000	100	—	100	100	
Dec. 31, 1872, 237.0	11.0	21.0	11	18	181 Shenandoah and Ohio. Ohio 1,600,000	—	—	1,600,000	1,600,000	100	—	100	100	
Dec. 31, 1872, 121.2	12.2	21.2	11	18	182 Shenandoah and Pacific. California 1,600,000	—	—	1,600,000	1,600,000	100	—	100	100	
Dec. 31, 1872, 123.0	9.0	21.0	11	18	183 Shreveport, Birmingham and Choctaw. Alabama 1,600,000	—	—	1,600,000	1,600,000	100	—	100	100	
Dec. 31, 1872, 104.0	9.0	21.0	11	18	184 Shreveport, Birmingham and Choctaw. N. C. 1,600,000	—	—	1,600,000	1,600,000	100	—	100	100	
Feb. 28, 1873, 60.0	—	—	—	—	185 Shreveport, Birmingham and Choctaw. S. C. 1,600,000	—	—	1,600,000	1,600,000	100	—	100	100	
Apr. 30, 1873, 237.0	—	—	—	—	186 Shreveport, Birmingham and Choctaw. Miss. 1,600,000	—	—	1,600,000	1,600,000	100	—	100	100	
Dec. 31, 1872, 180.5	80.5	80.5	17	17	187 Toledo, Peoria and Western. O. & W. 1,600,000	—	—	1,600,000	1,600,000	100	—	100	100	
Sept. 30, 1872, 57.0	20.0	20.0	17	17	188 Toledo, Peoria and Western. O. & W. 1,600,000	—	—	1,600,000	1,600,000	100	—	100	100	
Aug. 31, 1872, 167.5	9.5	20.0	17	17	189 Toledo, Peoria and Western. O. & W. 1,600,000	—	—	1,600,000	1,600,000	100	—	100	100	
Dec. 31, 1872, 165.0	—	—	—	—	190 Toledo, Peoria and Western. O. & W. 1,600,000	—	—	1,600,000	1,600,000	100	—	100	100	
Dec. 31, 1872, 123.4	12.2	21.2	11	17	191 Troy and Boston. N. Y. 1,600,000	—	—	1,600,000	1,600,000	100	—	100	100	
Jun. 30, 1872, 228.9	11.2	21.2	11	17	192 Troy and Boston. N. Y. 1,600,000	—	—	1,600,000	1,600,000	100	—	100	100	
Sept. 30, 1872, 81.0	11.0	18.0	11	17	193 Syracuse and Chenango Valley. N. Y. 1,600,000	3,906,297	3,906,297	1,600,000	1,600,000	100	—	100	100	
Sept. 30, 1872, 106.0	1.0	8.1	16.0	3	194 Syracuse and Chenango Valley. N. Y. 1,600,000	3,906,297	3,906,297	1,600,000	1,600,000	100	—	100	100	
Sept. 30, 1872, 116.0	2.0	36.6	30.0	11	195 Terre Haute and Indianapolis. Indiana 1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	207,344	207,344	266,335	10,100	
Sept. 30, 1872, 116.0	6.0	6.8	11	7	196 Terre Haute and Indianapolis. Indiana 1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	100	
Sept. 30, 1872, 174.0	20.0	20.0	11	7	197 Terre Haute and Indianapolis. Indiana 1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	100	
Sept. 30, 1872, 116.0	6.0	6.8	11	7	198 Terre Haute and Indianapolis. Indiana 1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	100	
Sept. 30, 1872, 116.0	6.0	6.8	11	7	199 Terre Haute and Indianapolis. Indiana 1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	100	
Sept. 30, 1872, 116.0	6.0	6.8	11	7	200 Terre Haute and Indianapolis. Indiana 1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	100	
Sept. 30, 1872, 116.0	6.0	6.8	11	7	201 Terre Haute and Indianapolis. Indiana 1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	100	
Sept. 30, 1872, 116.0	6.0	6.8	11	7	202 Terre Haute and Indianapolis. Indiana 1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	100	
Sept. 30, 1872, 116.0	6.0	6.8	11	7	203 Terre Haute and Indianapolis. Indiana 1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	100	
Sept. 30, 1872, 116.0	6.0	6.8	11	7	204 Terre Haute and Indianapolis. Indiana 1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	100	
Sept. 30, 1872, 116.0	6.0	6.8	11	7	205 Terre Haute and Indianapolis. Indiana 1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	100	
Sept. 30, 1872, 116.0	6.0	6.8	11	7	206 Terre Haute and Indianapolis. Indiana 1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	100	
Sept. 30, 1872, 116.0	6.0	6.8	11	7	207 Terre Haute and Indianapolis. Indiana 1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	100	
Sept. 30, 1872, 116.0	6.0	6.8	11	7	208 Terre Haute and Indianapolis. Indiana 1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	100	
Sept. 30, 1872, 116.0	6.0	6.8	11	7	209 Terre Haute and Indianapolis. Indiana 1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	100	
Sept. 30, 1872, 116.0	6.0	6.8	11	7	210 Terre Haute and Indianapolis. Indiana 1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	100	
Sept. 30, 1872, 116.0	6.0	6.8	11	7	211 Terre Haute and Indianapolis. Indiana 1,600,000	1,600,000	1,600,000	1,60						

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 17.

	Th.	11.	F.	12.	Sat.	13.	M.	15.	Tu.	16.	W.	17.
Boston and Albany	... 145	144	...	...	146	145						
Boston and Lowell	...	127	...	...	115	...	162	...				
Boston and Maine	... 116	116	...	...	97	97	137	...				
Boston and Providence	152	...	...	...	...	...	...	...	...	...	...
Boston, Hartford & Erie	...	78	30	30	31	30	30	30	30	30	30	30
Chesterfield, pref.	...	75	75	97	97	97	97	97	97	97	97	97
Chi., Burl. & Quincy	...	97	97	97	97	97	97	97	97	97	97	97
Concord	...	137	137	137	137	137	137	137	137	137	137	137
Connecticut River	...	97	98	99	99	98	98	98	98	98	98	98
Eastern	...	130	130	130	130	130	130	130	130	130	130	130
Fitchburg	...	130	130	130	130	130	130	130	130	130	130	130
Manchester & Lawrence	...	87	87	87	87	87	87	87	87	87	87	87
Michigan Central	...	87	87	87	87	87	87	87	87	87	87	87
Northern, N. H.	107	108	107	107	107	107	107	107	107	107	107	107
Ogdens & Lake Champlain	60	60	60	60	60	60	60	60	60	60	60	60
Old Colony	...	98	98	98	98	98	98	98	98	98	98	98
Ph. Wil. & Baltimore	53	53	53	53	53	53	53	53	53	53	53	53
Portl'd, Sacq. & Ports.	124	124	124	124	124	124	124	124	124	124	124	124
Union Pacific	...	24	24	24	24	24	24	24	24	24	24	24
" 6s.	...	57	57	57	57	57	57	57	57	57	57	57
" Land Grant 7s.	...	57	57	57	57	57	57	57	57	57	57	57
" Income 10s.	...	64	64	64	64	64	64	64	64	64	64	64
Vermont & Canada	...	57	57	57	57	57	57	57	57	57	57	57
Vermont & Mass.	...	57	57	57	57	57	57	57	57	57	57	57
South Boston (Horse)	...	57	57	57	57	57	57	57	57	57	57	57
Cambridge	...	56	55	55	55	55	55	55	55	55	55	55
Metropolitan	...	56	55	55	55	55	55	55	55	55	55	55
Middlesex	...	55	55	55	55	55	55	55	55	55	55	55
Central Mining Co.	...	25	25	25	25	25	25	25	25	25	25	25
Copper Falls	...	25	25	25	25	25	25	25	25	25	25	25
Franklin	...	25	25	25	25	25	25	25	25	25	25	25
National	...	25	25	25	25	25	25	25	25	25	25	25
Pewabic	...	41	41	41	41	41	41	41	41	41	41	41
Quincy	...	41	41	41	41	41	41	41	41	41	41	41

London Stock Exchange.

Closing Prices.

	Aug. 29.	Sept. 5.
Atlantic & Gt. W. 1st mort., \$1,000.	75 — 77	75 — 77
Do. 2d mort., \$1,000.	67 — 69	64 — 66
Do. Con. mort. B'nds Bisch's Cert.	42 — 44	42 — 44
Do. Reorg. Scrip.	99 — 101	98 — 98
Do. Lead Lines, Rental Bonds.	90 — 92	90 — 92
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do.	65 — 70	65 — 70
Erie shares 100 dol. all paid.	48 — 49	47 — 48
Do. 6 per cent Convertible Bonds.	98 — 99	95 — 96
Cons. Mort. amount autho. to be issued for conv. of existing bonds.	96 — 97	93 — 94
Illinois Central \$100 shares all paid.	84 — 86	84 — 86
Do. Redemption mort. bonds 6 p.c.	101 — 103	101 — 103
Illinois & St. Louis Bridge 1st mort.	102 — 104	102 — 104
Marietta and Cincinnati Rail. Bonds.	82 — 86	83 — 86
Michigan Central 8s 1882, conv.	85 — 90	85 — 90
Panama 2d mort.	84 — 86	84 — 86
Panama General mort.	97 — 99	97 — 99
Pennsylvania, 2d mort.	97 — 98	97 — 99
Do. General mort.	96 — 98	98 — 99
Do. \$50 shares.	43 — 44	43 — 44
Philadelphia and Erie 1st mort.	99 — 100	99 — 100
Do. with option to be paid in Phila.	97 — 98	97 — 98

duced its coin balance about \$1,563,991 and its currency reserve \$453,487. Its currency reserves at the close of the week were \$30,856,961; and its coin hoard, \$52,953,427. The clearances of the city banks averaged through the week about 91½ millions a day, and amounted in the aggregate, for the whole week, to \$548,295,979, as against \$553,727,902 the preceding week. The specie reserve of the city banks according to the latest return is \$20,442,800, against \$12,787,200 same time last year. The city bank deposits are now \$207,317,500 against \$209,546,000, week ending Sep. 14, 1872. The legal tender reserve amounts to \$36,717,200, against \$48,105,600 same time last year. The circulation now stands at \$27,383,400 against \$27,626,400 same time last year. The loans are now \$284,536 200 against \$284,650,800 at this date last year.

Gold has been moderately active, since our last. The speculative demand has been less confident. The customs inquiry has been up to a fair average. The export drain light. The range of the price during the week has been from 111@112, and the quotation on Wednesday was 111½ against 111¼ on Wednesday of the preceding week. The specie outflow last week, was only \$510,963. The Gold Exchange Bank clearances have averaged a trifle over 153½ millions per day during the week.

The customs demand for Gold last week, averaged \$519,000 a day. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been \$93,798,049 against \$111,494,649 during the same time in 1872. Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, \$54,526,529, against \$58,709,532 during the same time in 1872. The export drain of specie was \$510,963 last week, and the shipments since January 1, 1873, have been \$40,989,802 against \$58,045,452 during the same portion of 1872.

Foreign Exchange has shown more steadiness, with a rather better inquiry noted. Bankers' sixty day bills on London closed on Wednesday at 108½@108¾; sight bills on London, at 109½@109¾. The week's exports of Domestic Produce have been to the currency value of \$6,386,888.

Government securities, in sympathy with the variable course of Gold, have fluctuated slightly in price. The offerings at the current rates have been moderate. The demand has been equal to the available supply at the ruling figures. Ten Forties have been in exceptionally good request and, having been scarce, have been quoted higher.

U. S. sixes of 1881 closed on Wednesday of this week at 116½@117; U. S. Five-Twenties of 1862, 113½@114; U. S. Five-Twenties of 1864 at 113½@114; U. S. Five-Twenties of 1865 115½@115¾; U. S. Five-Twenties of 1865 consolidated 115½@115½; U. S. Five-Twenties of 1867, 116@116½; U. S. Five-Twenties of 1868, 116@116½; U. S. Ten-forties at 112½@113; U. S. Fives of 1881 (Funding Loan) 111½@112; Six per cent currency Sixes from 112½@113.

Railway Mortgage Loans have been moderately sought after at firm rates for the more substantial loans. Central Pacific Sixes have been in fair demand closing firmly at from 99½@99¾. The Chesapeake and Ohio Seven per cent gold bonds have been in request at 90, and interest,

Chesapeake and Ohio Sixes at 88½ and interest Western Pacific Sixes at 92@92½. The Northern Pacific 7-30 Loan has been selling to a fair extent, for investment purposes at par and interest.

The Railway and Miscellaneous share speculation has been moderately active, with prices quoted quite variable, and at the close, weak.

The directors of the Central Pacific Railroad Company of California have declared a dividend of 8 per cent on its capital stock of \$54,275,500 all paid, up being its first dividend. It is payable on the 20th inst. on presentation of dividend warrant No. 1. Eastern stockholders can receive their dividend at the office of the company, No. 9 Nassau st., New York.

State bonds have been comparatively quiet, with prices quoted about steady.

General business has shown a moderate degree of animation. Foreign goods have been in fair request, as a rule, and held with firmness. There has been a fairly active movement noted in Copper, mainly for forward delivery, but at a shade easier prices; sales, 150,000 lbs. Lake, early delivery, at 26¢.; 1,000,000 lbs., for forward delivery, at 27c. per lb. Scotch Pig-iron has been in good demand and very firm; sales, 390 tons Glengarnock, ex the City of Richmond on private terms, quoted at \$47; also, 50 tons Summerlee at \$18. No. 1 American Pig strong, as to price, but quiet. No. 2 do, dull and irregular. Sales, 500 tons Gray Forge on private terms. We quote: Eglinton Pig at \$45@\$46; Glengarnock, \$47; No. 1 American Pig at \$44@\$46; No. 2 do. at \$36@\$38; English Rails at \$64@\$67, gold; American Rails at works, \$75@\$77; old Rails, \$46@\$47; Wrought Scrap, \$40@\$45, from dock and yard. Pig-lead has been very quiet, with foreign quoted at 7c. gold, for ordinary, and domestic at 6¢@6½c. gold. Speier dull and quoted at 37 37½@37 60, gold. Tin-tin has been quiet, with Straits quoted at 31½c.; English at 28½c. Tin Plates have been moderately sought after at about previous figures.

Sales, 750 boxes Charcoal at \$10 62½@\$10 75; 250 boxes Charcoal Terne at \$10 12½@\$10 25, and 240 boxes do. S. T. P., at \$10, gold. Charcoal Plates quoted at \$10 62½@\$11; Charcoal terne, \$9 50@\$10; Coke, \$8 37@\$8 75; Coke Terne, \$7 37½@\$8 25, gold, per box. Zinc neglected and unchanged. Most kinds of domestic produce have met with a ready sale, though at unsettled prices. Flour and Wheat closed lower; Corn, Oats, Pork, Lard, Bacon, Cheese, Naval Stores and Petroleum firmer; Cotton also steadier toward the close, and old stock offered less freely. Middling upland Cotton left off firmly at 20½@20¾c. per lb. Tobacco and Wool have been quoted firm. Hides and Leather, moderately dealt in at full rates. Ocean freights quite brisk, and rates well maintained; room on berth, and suitable tonnage on charter, scarce.

At the Live Stock Markets, Beeves have been more sought after at from 7@8½ cts. Veals in fair demand at 6@10 cts. Sheep at from 4½@6½ cts.; Spring Lambs 5½@7½ cts.; Swine at 5½@5½ cts. per lb., all live weight. The week's receipts were 10,048 Beeves, 3,176 Veal Calves, 31,151 Sheep and Lambs, and 33,341 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:-

New York.—Atlantic and Pacific pref., 20%; New Jersey Southern R. R., 22½; Rensselaer and Saratoga R. R., 104; Warren R. R., 83; Illinois Central scrip, 100; Boston, Hartford and Erie 1st mort., 29¾; Canada Southern 1st mort., 75; Mil. and St. Paul 1st mort. Iowa div., 81½; Western Pacific bonds, 92; Central Pacific Stateaid bonds, 107; Am. Dock and Imp. 7s, 96½; Albany and Susquehanna, R. R., 92½; do, 2d mort., 97½; Michigan Central 7s, 99; Burlington, Cedar Rapids and Minnesota 1st mort., 86; Ohio and Miss. consol., 90½; do. consol. S. F., 92; Cedar Falls and Minnesota 1st mort., 75½; North Missouri 1st mort., 87½; Chicago and Milwaukee 1st mort., 98; St. Louis and Iron Mt. 1st mort., 96½; Gt. Western 1st mort., 1888, 94; Long Dock bonds, 94½; Toledo, Wabash and Western 7s, consol., 84%; Delaware, Lackawanna and Western 7s, conv., 100; Central of New Jersey 1st mort., new 105; Pacific R. R. 7s, guar. by Mo., 96½; Western Union Telegraph, 88½; do. 7s, 98; Atlantic M. S. S. Co., 1; Maryland Coal, 22; Consol Coal of Md., 50½; Am. Exp., 62; Adams Exp., 90; U. S. Exp., 67; Wells-Fargo Exp., 71½; Quicksilver pref., 35; North Carolina 6s, special tax, 14; South Carolina 6s, new, Jan. and July, 14; Louisiana 6s, Levee, bonds, 55; do. 8s, Levee bonds, 57; N. Y. State 7s, B. L., reg. 105½; Ohio 6s, 1881, 103; Brooklyn 6s, W. L., 94.

Philadelphia.—Pittsburg, Cincinnati and St. Louis 7s, 74½; Lehigh Valley 7s, 102; Wilmington and Reading 7s, 99; Philadelphia and Reading Gen'l mort. 7s, reg., 102; do. coupon, 101½; do. 7s new, conv., 102½; Catawissa 7s, new 100; Reading C. & I. bonds, 89; Oil Creek 1st mort., 80; Chesapeake and Delaware Canal 6s, 85; Morris Canal scrip, 90; Camden and Atlantic R. R., 36; West Jersey R. R., 52; do. 7s, 103½; Huntington and Broad Top Mt. pref., 15½; Pennsylvania Canal, 12½; Philadelphia and Trenton R. R., 122; Neasquehoning R. R., 58½. The latest quotations are: City 6s, 98½@99; do. free of tax, 101½@101½; Pennsylvania State 6s, 1st series, 100@100%; do. 2d series, 103½@104; do. 3d series, 108@108½; Philadelphia and Reading 54½@54½; do. Gen'l mort. 7s, coup., 101½@102; do. reg., 102@102; do. mort. 6s, 1880, 96@—; do. 7s, new, conv., 102@102½; United New Jersey R. R. and Canal Co., 121@122; Camden and Amboy mort. 6s, 1880, 96@96½; do. 1883, 90@90%; do. 1889, 88½@91; Pennsylvania R. R., 53½@53½; do. 1st mort., 100@101; do. 2d mort., 100@100%; do. General mort. coupon, 91@91½; do. reg., 95½@97½; Little Schuylkill R. R., 46½@46½; Morris Canal, 47@49; do. pref., 121@121; do. 6s, 94@95; Susquehanna Canal, 6@8; do. 6s, 68@75; Schuylkill Nav., 6@7; do. pref., 12@12; do. 6s, 1882, 71½@72; do. 1872, 78@79; Elmira and Williamsport pref., 38@38½; do. 7s, 1873, 94@95; 5s, do. 58@60; Lehigh Coal and Navigation 35½@35½; do. 6s, 1884, 90@90½; do. R. R. Loan, 90½@91; do. Gold Loan, 90½@91; North Pennsylvania, 49@51; do. 6s, 99@100; do. 7s, 102@102; do. Chatilie 10s, 108@—; Philadelphia and Erie, 24@25; do. 6s, 90@91; Minehill, 51½@51½; Catawissa, 18½@19½; do. pref., 42@43; do. new pref., 32@33; do. 7s, 1900, 99@100%; Lehigh Valley, 60½@60%; do. 6s, new coupon, 97@—; do. reg., 99@100; do. 7s, 101

@102; Fifth and Sixth streets, (horse,) 52@54; Second and Third, 57@58½; Thirteenth and Fifteenth, 20@21; Spruce and Pine, 30@33; Green and Coates 48@48; Chestnut and Walnut, 60@70; Hestonville, 17@18½; Germantown, 84@—.

Boston.—Norwich and Worcester R. R., 129½; Cincinnati, Sandusky and Cleveland R. R., 11½; Rutland pref., 51½; do. scrip. No. 1 90; do. No. 2, 89; do. No. 3, 85; do. No. 4, 82; Connecticut and Passumpsic Rivers R. R. pref., 85½; Boston and Lowell R. R. new, 107½; Eastern (N. H.) R. R., 95½; Portsmouth, G. Falls and Conway R. R., 91½; Chicago, Burlington and Quincy 7s, 1896, 98½; Eastern R. R. 6s 1874, 98½; do. 7s, 1882, 100; Boston and Maine 7s, 1892, 104; Boston and Albany 7s, 1892, 104½; Atchison, Topeka and Santa Fe 1st mort. 7s, 68%; do. 7s, L. G., 67½; Michigan Central 8s, 1890, 100; Vermont Central 1st mort., 25; Ogdensburg and Lake Champlain 8s, 1879, 91½; Framingham and Lowell R. R. 7s, 1890, 89½; Vermont and Massachusetts 7s, 1879, 99½; Cary Imp., 8½; Waverly Land, 3½; Boston Water Power Co., 25; Chicago 7s, 98½; Cambridge 5s, 1882, 86½; do. 6s, 94; Charlestown 6s, 1893, 95; Lowell 6s, 1890, 98½; Rockland 6s, 1893, 89½; Boston 6s, 99½; Worcester 6s, 98½; Allouez Mining Co., 11½; Calumet and Hecla, 150; Petherick, 3; Ridge, 8.

Baltimore.—Northern Central 6s, 1900, gold, 90½; Western Maryland 6s, guar. by Washington Co., 84; Virginia Central R. R. 6s, 82½; Richmond and Danville 1st mort., 73; Virginia consols, coupons, 78½; Virginia 6s, reg., 1866@1867, 50; Maryland Defense 6s, 104. The latest quotations are: Wilmington, Columbia and Augusta bonds, —@78; Wilmington and Weldon bonds, 98@94½; Pittsburgh and Connellsburg 7s, 1898, 90@91; Baltimore and Ohio, 166@170; do. 6s, 1875, 97½@98½; do. 1880, 97@—; do. 1885, 97½@98; Parkersburg Branch, 9@10; Northern Central, 82½@84½; do. 6s, 1885, 92@93; do. 1900, 88½@89; do. 6s, 1900 gold, 90½@90%; N. W. Va. 1st mort., —@92½; do. 2d mort., 94@97; do. 3d mort., 1885, —@96½; Marietta and Cincinnati 1st mort. 7s, 1892, 99½@100; do. 2d mort., 7s, 91@93; do. 3d mort., 8s, 80½@81; Central Ohio, 40@40; do. pref., 40@41; do. 1st mort., 85@85½; Western Md. 1st mort. 6s, 1890, 84@84; do. 1st mort. guar., 96@97; do. 2d mort. guar., 95½@97; do. 3d mort. guar., 96@96½; do. 2d mort. pref., 75@79; do. 2d mort. guar. by Washington Co., 80@82; Richmond and Danville 1st mort., 72@74; Orange and Alexandria 1st mort. 6s, 90@96; do. 2d mort. 6s, 85½@86½; do. 3d mort. 8s, 87½@90; do. 4th mort. 8s, 79@80; Orange, Alex. and Manassas 7s, 78½@80; Virginia and Tennessee 1st mort. 6s, 95@—; do. 6s, 2d mort., 75@77; do. 8s, 3d mort., 87½@88; Baltimore 6s, 1875, 98½@98½; do. 1884, 98½@98½; do. 1886, 96@98; do. 1890, 96½@97; do. 1893, 100@100; do. 1893, exempt, —@97; do. 1900, exempt, 96½@97; do. 1900, new, 98@98½; do. 1902, 97½@98; Memphis City 6s, 51@53; Maryland Defense Loan, 1883, 103½@104; Virginia 6s, old, 37@—; do. coupon old, 35@36½; do. consol. 6s, 51½@52; do. coupons, 78½@79½; West Virginia, 11½@12; City Passenger R. R., 16½@18½; George's Creek Coal, 125@140.

Track laying has been commenced on the Kingston and Pembroke (Ca.) Railway.

OFFICE OF FISK & HATCH,
No. 5 NASSAU ST., NEW YORK, Sept. 15, 1878.

THE CHESAPEAKE AND OHIO RAILROAD
—A GREAT EAST AND WEST TRUNK ROAD—420 miles in length, connecting the Atlantic, by the shortest line, with the commerce of the Ohio and Mississippi Rivers, is completed and in regular operation. The through freight of products to and from the Western States is rapidly increasing, as is also the mineral traffic of the growing coal-mining and iron-mining industries along the route.

We are selling for the Company their **SEVEN PER CENT. GOLD BONDS**, secured by mortgage liens on the whole valuable property, at 90 and accrued interest; \$1,000 each, either coupon or registered, payable in gold coin, in New York City, principal and interest; interest January and July.

Being the obligations of a very responsible corporation secured by a great productive property, worth over \$40,000,000, now entering upon a prosperous career, they are very desirable for investors.

We also have a small amount of the **OLD SIX PER CENT. GOLD BONDS OF THE CHESAPEAKE AND OHIO**; price 88½ and accrued interest; denominations \$100, \$500, and \$1,000, interest payable in New York May and November.

We recommend both classes of Bonds to our friends and customers.

We also continue to deal in **Government and Central Pacific, and Western Pacific Bonds**, execute orders at the Stock Exchange for investment Stocks and Bonds, receive Deposits, on which we allow interest at the rate of 4 per cent. per annum, and conduct a general Banking business.

FISK & HATCH.

Union Pacific Land Sales.

A correspondent of the Boston *Journal*, noticing the recent statement of the land sales of the Union Pacific Railroad Co., raises this question:

"The above information is good, so far as it goes; but I would also like to know what becomes of this money, whether any of it, and if any, how much is used to retire the Land Grant Bonds.

Respectfully,

A SUBSCRIBER AND BONDHOLDER."

In reply, Hon. E. H. Rollins, the Treasurer of the Co., furnishes to that paper the following information:

We have already canceled, from the proceeds of land sales of this Company, Land Grant Bonds to the amount of \$1,741,000, and have land notes on hand to the amount of \$1,795,456 73, which, when collected, will be used to redeem Bonds, all the proceeds of the sales of lands being used exclusively for that purpose the Company paying all the expenses of the Land Department.

Yours truly,

E. H. ROLLINS, Treasurer.

The grading of the Chicago and Northern Pacific Air Line is nearly completed from the Wisconsin State line to Jefferson, Wis., and iron laid part way. The survey has been completed between Jefferson and Chicago, and right of way secured to within seven miles of the latter place.

The name of the Green Bay and Lake Pepin Railway Company has been changed, by a vote of the directors, to that of the "Green Bay and Minnesota Railroad Company."

Baltimore and Ohio Railroad.

The regular monthly meeting of the board of directors of the Baltimore and Ohio Railroad Company was held in Baltimore on the 10th inst., John King, Jr., Esq., president pro tem., in the chair. After the transaction of the routine business of the board, Mr. King stated that advices had been received from President Garrett, announcing the negotiation of £1,000,000 of the company's six per cent sterling bonds, by Messrs. Baring, Brothers & Co., of London, being the remainder of the £2,000,000 authorized. The price obtained (96½) was regarded as very satisfactory, especially in view of the general want of success which had recently attended negotiations of American railway securities abroad. The loan was taken in a single day, the offers being for more than £2,000,000 at the price named. Mr. King also made the following statement:

The revenue of the Baltimore and Ohio road and branches, including the Ohio divisions, for August, 1873, amounted to \$1,414,596 60, being an increase of \$132,748 32 as compared with August, 1872. The revenue for the quarter ended 31st August, 1873, for Baltimore and Ohio Railroad and branches, including the Ohio divisions, was \$4,113,483 17, being an increase of \$428,527, 94 as compared with the corresponding period of last year.

During the quarter 550,878 tons of coal were transported, being an increase of 96,180 tons as compared with the corresponding quarter of last year. Three hundred coal hoppers have been built this season, and the largely increased coal traffic has been regularly supplied with transportation as required. Fifty locomotives, 1,291 freight and 33 passenger and baggage cars have been added to the equipment since March 1, 1873.

In conformity with the resolution of the board adopted at the July meeting, the means and credit of the company have been advanced from time to time for the extension of the line from Lynchburg to Danville. Five thousand tons of rails were contracted for of the Abbott Iron Company, and it is expected that the road will be completed this autumn. A large increase of trade with Baltimore may be expected from this valuable connection.

On the first of September the Baltimore and Ohio Company took possession of the branch between Strasburg and Harrisonburg in accordance with the lease. The work upon the valley road has been pressed with great vigor, and it is expected that the line will be opened in December next as far as Staunton, where a connection with the Chesapeake and Ohio road will be formed.

The line of the Chicago extension as far as Deshler, sixty-two miles from the Lake Erie division, will be completed in November next, at which place a connection will be made with the Dayton and Michigan road, and an outlet from the great grain market of Toledo provided. It is expected that the opening of this line will attract to Baltimore a very large amount of cereals which have heretofore found a market in New York. The entire graduation and masonry of the Indiana division, it is believed, will be completed this year, and the road finished to Chicago in 1874.

The work upon the third track east of Piedmont, and the second track between Piedmont and Grafton, has progressed steadily and satisfactorily during the past summer, as has also that upon the additional elevator at Locust Point. The vast and increasing quantities of grain constantly coming forward from the West to the seaboard demand the earliest practicable construction of this improvement, and every effort is therefore being made to hasten its completion.

The final work of construction on the Burlington, Cedar Rapids and Minnesota Railway was finished on the 3rd inst., which now fully completes that enterprise.

Canada Southern Railway.

The opening of the Canada Southern Railway was delayed for some time by the non-completion of the International Bridge over the Niagara River, a work over which the Canada Southern had no control. This bridge will be completed by October. In the meantime arrangements have been made for the use of the Suspension Bridge, fifteen miles below the International, and reached by the Erie and Niagara Railway, which is owned by the Canada Southern. This route has been and will be used for freight business, but no through passenger trains will be put on until the International Bridge is done. The Canada Southern by October first will be running 465 miles of road, to wit: Canada Southern, 292 miles; the Chicago and Canada Southern, 70 miles; the Toledo, Canada Southern and Detroit, which makes the connection with the Toledo, Wabash and Western, the Dayton and Michigan, the Pennsylvania Railroad branch leading to Pittsburg, as well as with roads centering at Detroit, 58 miles; the Erie and Niagara, 31 miles; and the Michigan Midland and Canada, 14 miles.

A magnificent new iron steamship will be launched in a few days from the shipyard of Harlan & Hollingsworth, at Wilmington, Delaware, for the Baltimore and Boston Steamship Company. This vessel is of 2,000 tons capacity, being the largest by 300 or 400 tons of any steamer of the line. She is to be named the "Johns Hopkins," and will cost about \$280,000. This splendid piece of marine architecture will be handsomely furnished in the same style as the steamship William Crane, built by the same firm, with such additional improvements as experience has since suggested.

The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending September 6, at 487,190 tons, and for the coal year 13,338,127 tons, against 12,909,831 tons to corresponding time last year, being an increase of 423,796 tons. The bituminous tonnage for the week is 67,717 tons, and for the year 2,136,831 tons, giving a total of all kinds for the week of 564,807 tons, and for the year of 15,459,958 tons, against 14,797,825 to same time last year, being an increase of 662,133 tons.

Messrs. J. B. Dacey & Co. of Boston have contracted with the Wood River Railroad Company of Rhode Island to build their road, which runs from Richmond switch on the Providence and Stonington Railroad to Hope Valley. Messrs. Dacey & Co., are to build the road complete, including bridges, masonry, and the furnishing of iron and all materials for a lump sum, and have the road running by July next.

A Washington despatch says that representation is made to the Treasury Department that the coinage act of 1873, by which the value of the pound sterling was altered from 4.84 to 4.86 65-100 will increase the duties upon imports from Great Britain to the United States by a little more than one-half of one per cent.

The earnings of the Erie Railway Company for the week ending Sept. 7, 1873, were \$428,303, and since July 1, \$3,888,257—an increase over the corresponding period of the previous year to \$310,348.

Big Sandy Railroad.

The construction of the Big Sandy Railroad, from the mouth of the Big Sandy to Mount Sterling, Kentucky, is for the purpose of affording a western outlet to the Chesapeake and Ohio Railroad. The *Valley Virginian* says:

"Arrangements are now being consummated for the contractors to go to work on the Big Sandy road projection, which will constitute one of the main western connections. Mr. Huntington, when in Staunton a few days ago, had a conference with Messrs. McMahon, Mason, Menifee and Johnston, with reference to the early inauguration of work on this improvement, and the probability is that it will be commenced early this fall. It embraces about eighty miles."

A New Car Spring.

A company has been formed in this city, as we learn, for the purpose of manufacturing a newly patented Car Spring. It is the invention of an experienced English engineer, living here, and the Spring is believed to be one that possesses decided merit.

It is composed of a peculiar kind of steel, and as far as we have been able to learn, is a sort of compound spiral, and so arranged, in suitable boxes or cases, as to present or bear a uniform pressure or compression, under all circumstances.

When ready for business, parties interested will doubtless avail themselves of such means of communicating with the public, as will bring their goods directly to the notice of the Railway people of the country.

The stockholders of the Chicago and Alton Railroad Company have decided to authorize the creation of an indebtedness not exceeding \$8,000,000, and securing the same by mortgage, in order to cancel the bonded indebtedness of the company, and furnish means for procuring steel rails, double track, rolling stock, &c., for increased traffic. It is proposed to set apart \$3,470,000 for retiring a like amount of mortgage bonds falling due at different periods. Of the remainder, \$4,530,000, it is proposed to sell \$1,500,000 this year, the proceeds to be applied in the construction of a bridge over the Mississippi river at Louisiana, Mo., of which the company will be the sole owner.

The Portsmouth and Dover Railroad bridge across the Cocheco is nearly completed. It is a fine structure, 820 feet long, containing 7,292 pieces, and is built of clear pine and iron. The American Bridge Company of Chicago are the builders.

The track-layers of the Western Maryland Railroad, between Hagerstown and Williamsport, commenced operations the first of the present week, and they seem to be pushing the work forward as rapidly as could be desired.

The gauge of the Grand Trunk Railway will be changed to 4 feet 8½ inches between Toronto and Montreal, on Saturday 4th of October next.

The estimated earnings of the Kansas Pacific Railway for the week ending Sept. 8, are: freight, \$38,390 06; passengers, \$34,839 11—total, \$73,229 17.

H. S. McComb has been elected President; Samuel H. Edgar, Vice President; John M. Rodney, Treasurer, and William Calhoun, Secretary, of the Southern Railroad Association.

Journal of Railroad Law.

COMMON CARRIERS NOT INSURERS OF ANIMALS AGAINST INJURIES RESULTING FROM THEIR NATURE AND PROPENSITIES—LAW AS TO TRANSPORTATION OF CATTLE.

The facts in the recent case of *Perin vs. Buffalo and Erie R. R. Co.*, (94 N. Y., 204), are fully and clearly stated in the following opinion by—

Allen, J.—The liability of a common carrier of animals is essentially different from that of a carrier of merchandise or other inanimate property. While common carriers are insurers of inanimate property against all loss and damage except such as is inevitable or caused by public enemies, they are not insurers of animals against injuries arising from their nature and propensities, and which could not be prevented by foresight, vigilance and care. (*Clark vs. Rochester and Syracuse R. R. Co.*, 14 N. Y., 750; *Michigan S. and N. I. R. R. Co. vs. McDonough*, 21 Mich., 165; *Angell on carriers*, § 214 a). But for the special agreement under which the plaintiff's cattle were transported, there would be but little doubt as to the defendant's liability for the damages caused by the want of proper care while detained at Dunkirk. Ordinary care and attention to the cattle during the delay would have prevented the injury. The liability of the defendant is, however, to be determined by the agreement of the parties. The railroad company, by reason of the written contract, occupied the position of a private carrier for hire, and is only liable for the performance of the duty undertaken according to its terms, or for some wrongful act, either willful or negligent. The agreement furnishes the extent of liability, unless a loss has occurred from the willfulness or negligence of the carrier. (*Farmham vs. Camden and Amboy R. R. Co.*, 55 Penn. St. R., 53; *Colton vs. Cleveland and Pittsburgh R. R. Co.*)

The plaintiff assumed all risks of injuries which the animals might receive "from delays, or in consequence of heat, suffocation or the ill effects of being crowded on the cars," and also all risks of loss or damage in loading and unloading; and the agreement provided that the plaintiff should load and unload the stock at his own risk, the defendant furnishing assistance as required.

By another clause in the agreement, an agent of the owner was to ride free, and to be with the train to take the care and charge of the stock, and D. W. Barron is named as passed free in charge of the stock. The case states that it was proved on the trial "that the said cattle were in the charge of D. W. Barron as the agent of the plaintiff, and he accompanied them on the cars from Kentucky to Buffalo."

The provision in the contract for loading and unloading the cattle had respect to the terminus of the transportation, and not for loading and unloading at any intermediate station. There is no claim that the detention at Dunkirk was occasioned by the willful or negligent conduct of the defendant or its servants, or that the cattle were not carried to their destination as soon as they could have been, with reasonable diligence. The loss resulted from the delay, and in consequence of, "heat and suffocation, and being crowded on the cars." The loss was within the terms of the contract, and to be sustained and borne by the plaintiff, unless caused by the willful act or neglect of the defendant.

The cattle were in charge and under the care

of the plaintiff's servant and agent. No duty was devolved upon the defendant other than to transport them in proper cars, safely and with reasonable dispatch. The carrier did not undertake to look after the cattle or care for them, to water or feed them, or to guard against any of the necessary consequences resulting from delays or detention on the route. Whatever was required to be done to prevent injury and loss arising from such causes was to be done by the owner or his servant in charge of the cattle. The agent of the plaintiff testified that he could have arranged planks and taken the cattle from the cars, and thus prevented the injury, and did not because it was not his business. Had he undertaken to remove the cattle from the cars and been prevented by the defendant or its servants and agents, and loss had ensued, the defendant would have been liable. The recovery was had on the ground that it was the duty of the defendant's agents, upon request of the plaintiff's agent, to have unloaded the cattle at Dunkirk, if it could have been done by the exercise of reasonable care and diligence, and the jury were instructed to this effect. This was placing the responsibility of the care of the cattle upon the carriers instead of the owner. If, as the case shows, the cattle were in charge of and under the care of the servant and agent of the owner, the defendant was not chargeable for neglect of duty in not unloading them or taking any other care of them necessary for the prevention of injury or loss. The duty of the defendant had respect to the transportation of the cattle, and not the care of them while in transitu.

Again, this case falls within the general principle that he who seeks to recover damages which have resulted from the negligence of another, must himself be free from negligence contributing to the injury. The plaintiff's agent in charge of the cattle could have prevented all loss by himself removing the cattle, and his omission to do so, under the circumstances, was a negligent omission of duty directly contributing to the injury. If the agent of the owner had not been with the cattle to take care of them, the duty would have been upon the defendant to do what was necessary to guard against loss and damage during the detention; that is, to use proper diligence and care in looking after the cattle. (*Clark vs. Rochester and Syracuse R. R. Co.*, *supra*; *Hamilton vs. McPherson*, 28 N. Y., 72).

The direct cause of the injury was the want of proper care of the cattle at Dunkirk, and is upon the evidence attributable to the plaintiff's agent. If there was any obstacle interposed by the defendant to the unloading of the cattle, it should have been shown.

The judgment must be reversed and a new trial granted.

2 The one hundred millions mortgage of the Pennsylvania Railroad Company has been placed on record in Recorder of Deed's office in Philadelphia. This mortgage is to secure the bonds that may from time to time be issued for the purpose of consummating the great improvement contemplated by the company in that State and elsewhere. It is probably the largest mortgage ever put on record in this country, but, large as it is, the works contemplated by the company, if carried out, will in all probability absorb bonds to full amount.

2 The construction bonds of the Illinois Central Railroad Company, due April 1, 1875, are divided, the larger part being 7 per cent bonds, issued in 1851, payable in currency, and the smaller part 6 per cents, issued in 1867 and payable in coin.

The Cotton Crop.

The annual statement of the cotton crop of the United States for the year ending Sept. 1, 1873, as published by the *Financial Chronicle*, shows a total crop for the year of 3,930,508 bales, being an increase of 956,157, as compared with last year. The exports are 2,679,986 bales, and the home consumption 1,201,127 bales, leaving a stock on hand at the close of the year of 90,989 bales.

The following is a comparative statement of movements for the last two years:

	—Yr. end'g Sept. 1—
Receipts at the shipping ports.	1871-2. 1872 3.
2,732,286	3,651,346
Add shipment from Tennessee &c., direct to manufacturers	122,065 141,500
Total	2,854,351 3,792,846
Manufactured South, not included in above	120,000 137,662
Total cotton crop for the year.	2,974,351 3,930,508

The following will show the comparative yield in different sections as nearly as these can be divided:

	1871-2.	1872 3.
Louisiana	957,538	1,240,384
Alabama	288,012	332,457
Texas	197,956	343,450
Florida	19,359	14,068
Georgia	450,539	614,039
S. Carolina	271,241	374,476
N. Carolina	52,528	61,576
Virginia	276,098	433,583
Tennessee, &c.	341,080	237,813
Manufactured at South....	120,000	279,162

Total bales..... 2,974,351 3,930,508

The exports to foreign ports show a considerable increase, but not relatively as great as the gain in the crop. They may be summed up briefly as follows:

	1871 2.	1872 3.
To Gt. Britain	1,454,532	1,905,566
To France	189,634	252,908
To other ports	313,148	521,517

Total bales..... 1,957,314 2,679,986

The total consumed in the United States can never be given with perfect accuracy, but the annexed estimate is probably near enough for all practical purposes:

	North of Virginia.	Elsewhere.	Total.
1856-7, bales	665,718	154,218	819,936
1857-8 "	452,185	143,376	595,562
1858 9 "	760,218	167,438	927,651
1859 60 "	886,521	185,522	972,043
1860-1 "	650,857	193,883	843,740
1865-6 "	594,000	72,000	666,000
1866-7 "	690,000	80,000	770,000
1867 8 "	884,281	81,385	965,666
1868-9 "	846,756	79,498	926,254
1869-70 "	777,841	85,265	862,606
1870 1 "	1,072,426	94,542	1,166,968
1871-2 "	1,007,540	130,000	1,137,540
1872-3 "	1,063,465	137,662	1,201,127

The following is a comparison of the crop of each year since 1820. The total given as the crop of 1865-6 includes a large amount grown in preceding years, but not sent forward until the ports were opened; the period of the war has been filled up with accepted estimates:



WELLAND CANAL ENLARGEMENT.

Notice to Contractors.

SEALED TENDERS, Addressed to the undersigned, and endorsed "Tender for Welland Canal," will be received at this office until noon of

Saturday, the Eighteenth Day of October Next, For the construction of fourteen Locks and fourteen regulating Weirs, number of Bridge Abutments and Piers—the excavation of the Lock and Weir Pits—the intervening Reaches, Race ways, &c., on the new portion of the WELLAND CANAL, between Thorold and Port Dalhousie.

The work will be let in sections, six of which, numbered respectively 2, 3, 4, 5, 6, and 7, are situated between Port Dalhousie and St. Catherines Cemetery, and three (numbered 12, 13 and 14) extend from the northern side of the Great Western Railway to near Brown's Cement Kilns.

Tenders will also be received for the enlargement and deepening of the prism of the present Canal between Port Robinson and the Aqueduct at Welland; work to be let in sections, each about a mile in length.

Tenders are also invited for the completion of the deepening and enlargement of the Harbor at Port Colborne.

Maps of the several localities, together with Plans and Specifications of the work, can be seen at this office, on and after THURSDAY, the TWENTY-FIFTH day of SEPTEMBER instant, where printed forms of Tender will be furnished. A like class of information relative to the works north of Thorold, may be obtained at the Resident Engineer's Office, Thorold; and for works at and above Port Robinson, Plans, &c., may be seen at the Resident Engineer's Office, Welland.

All Tenders must be made on the printed forms supplied, and to each must be attached the actual signatures of two respectable and solvent persons, residents of the Dominion, willing to become sureties for the due fulfilment of the contract.

This Department does not, however, bind itself to accept the lowest or any Tender.

By order,

F. BRAUN.

Secretary.

Department of Public Works,
Ottawa, 4th Sept., 1872.

FOR SALE.
One New Four-Ton
LOCOMOTIVE,
NARROW GAUGE,
WILL BE SOLD \$500
UNDER VALUE.

WASHINGTON IRON WORKS,
60 Vesey St., New York.

Second Hand Locomotive For Sale.

ONE SECOND HAND ANTHRACITE COAL BURNING LOCOMOTIVE for sale, weighing 28 tons, eight-wheel connected with cylinders 18 inches by 20 inches. Engine can be seen on application to A. WILHELM, President of Cornwall Railroad, at Lebanon, Pa.

RAILROAD IRON.

ENGLISH and AMERICAN RAILROAD IRON for delivery in New York and other markets in the United States. For sale by

WM. H. PETIT & PIKE,
72 Wall-st., New York.

	Bales.	Bales.
1820-1.	430,000	1847 8..... 2,347,684
1821-2.	455,000	1848 9..... 2,728,596
1822-3.	495,000	1849 50..... 2,096,706
1823-4.	509,158	1850 1..... 2,355,257
1824-5.	569,249	1851 2..... 3,015,029
1825 6.	720,027	1852 8..... 3,262,882
1826 7.	957,281	1853 4..... 2,930,027
1827-8.	727,598	1854 5..... 2,847,839
1828-9.	870,415	1855 6..... 3,527,845
1829-30.	976,845	1856 7..... 3,939,519
1830 1.	1,038,848	1857 8..... 3,113,962
1831 2.	987,477	1858 9..... 3,851,481
1832-3.	1,070,488	1859 60..... 4,669,770
1833-4.	1,205,324	1860 1..... 3,656,086
1834-5.	1,254,328	1861 2 (est.) 4,800,000
1835-6.	1,360,725	1862 3 (est.) 1,500,000
1836-7.	1,422,930	1863 4 (est.) 500,000
1837-8.	1,801,497	1864 5 (est.) 300,000
1838 9.	1,860,522	1865 6..... 2,154,476
1839 40.	2,177,835	1866 7..... 1,951,988
1840-1.	1,634,945	1867 8..... 2,430,893
1841-2.	1,683,574	1868 9..... 2,260,557
1842-3.	2,378,875	1869 70..... 3,114,938
1843 4.	2,080,409	1870 1..... 4,347,006
1844-5.	2,394,508	1871 2..... 2,974,851
1845-6.	2,100,537	1872 3..... 3,930,508
1846-7.	1,778,651	

The crop of Sea Island last year was 26,289 bales, against 16,845 in 1871-2.

The takings of the mills North and South have been as follows:

	Bales.
Total crop of the United States as above	
stated	3,980,508
Stock on hand commencement of year,	
Sept. 1, 1872:	
At Northern ports	87,987
At Southern ports	16,584
At Providence, &c., Northern interior markets	4,766
	50,287

Total supply during year ending Sept. 1, 1873..... 3,989,795

Of this supply there has been:

Exported to foreign ports during the year	2,679,986
Sent to Canada by railroad direct from the West	2,900
Burnt North and South	1,000
Stock on hand end of year, (Sept. 1, 1873):	
At Northern ports	65,883
At Southern ports	25,106
At Providence, &c., Northern interior markets	13,793
	2,788,668

Total taken by spinners in United States year ending Sept. 1, 1873..... 1,201,127
Taken by spinners in Southern States included in above total..... 137,662

1,063,465

The foregoing statement indicates that the mills North and South have taken from this crop 1,201,127 bales. If we now apply to the figures of the previous year, the statement of decrease of stock believed to be held by the mills, we shall have the following as the actual consumption of the mills for the years—

	1871-2.	1872-3.
Taken by Northern Mills	977,540	1,063,465
Taken by Southern Mills	120,000	137,662
Total taken from crop	1,097,540	1,201,127
Reduction of mill stock during year	40,000	.....

Total consumption of mills.. 1,137,540 1,201,127
These totals show an increase in actual consumption this year of 68,587 bales. If, however,

the stocks held by Northern spinners are smaller than indicated above (as is generally believed in this market), their consumption has been somewhat larger.

The total gross weight of this year's crop reaches 1,824,920,023 pounds, and the average weight of the bales is 464 pounds.

Value of Foreign Coin.

The following is a copy of an act passed by Congress to establish the custom house value of the sovereign or pound sterling of Great Britain, and to fix the par of exchange:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the value of foreign coin as expressed in the money of account of the United States shall be that of the pure metal of such coin of standard value; and the values of the standard coins in circulation of the various nations of the world shall be estimated annually by the Director of the Mint, and be proclaimed on the first day of January by the Secretary of the Treasury.

Section 2. That in all payments by or to the treasury, whether made here or in foreign countries, where it becomes necessary to compute the value of the sovereign or pound sterling, it shall be deemed equal to four dollars eighty six cents and six and one-half mills, and the same rule shall be applied in appraising merchandise imported, where the value is, by the invoice, in sovereigns or pounds sterling, and in the construction of contracts payable in sovereigns or pounds sterling; and this valuation shall be the par of exchange between Great Britain and the United States; and all contracts made after the first day of January, eighteen hundred and seventy-four based on an assumed par of exchange with Great Britain of fifty-four pence to the dollar, or four dollars forty-four and four ninth cents to the sovereign or pound sterling, shall be null and void.

Section 3. That all acts and parts of acts inconsistent with these provisions be, and the same are hereby, repealed.

Approved, March 3, 1873.

The Pennsylvania Railroad Company has received a cable dispatch from London that the application for a loan of two million of pounds sterling (£2,000,000) under the new consolidated mortgage for the company, dated July 1, 1873, were very largely in excess of the amount offered. The bonds are issued in sums of £200 each, and were brought out on the market by the London, Asiatic and American Company, the financial agents of the Pennsylvania Railroad Company, at 90 per centum, or £180 per bond, equivalent at the present rate of exchange to 90 per centum currency here.

Contracts have been made for a truss bridge 190 feet in length, which will complete the Portsmouth and Dover Railroad bridge across the Piscataqua river at Dover Point. The cost of this truss will be \$24,000.

The grading of the Pennsylvania Railroad between Mifflin and Harrisburg, with the view of laying a third track, has been commenced.

FOR SALE.

Four new passenger coaches for sale; two 60 passenger each, price \$5,250; two 76 passenger—price \$7,000 each, now ready for lettering. Also a 20 ton new Locomotive ready for use.

Apply to **A. W. LADD**,
85th & 5th Street, New York.

LANSDELL'S Patent Steam Railroad Water Station.

DISPENSES

WITH

Tanks,

Tank

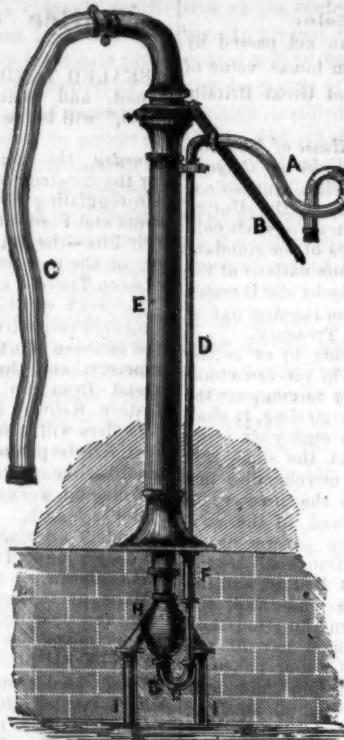
Houses,

Stationary

Power,

AND

Attendance.



CAN NOT

FREEZE

IN ANY

CLIMATE,

UNDER ANY

CIRCUMSTANCES.

COSTS LESS

Than One Half the
Price of a

**FROST PROOF
TANK.**

The Engineer in charge of the Locomotive attaches the Hose A to a steam valve in the boiler. Steam passed through the pipe D and slip joint F into the globe H, producing a vacuum; the water is then lifted through the pipes I and forced through the column E and hose C into the tender, filling any ordinary tender in about three minutes. When steam is shut off all the water in the pipes returns into the well, and any condensed steam passes off through the drip valve G, leaving nothing to freeze. The handle B serves to turn the discharge pipe and hose in any direction. The water delivered into the tender is warm, thus utilizing the steam used. The discharge tubes, represented above made of hose, can be made of iron if preferred.

LENG & OGDEN,
IRON AND STEEL DEALERS & IMPORTERS,
No. 4 FLETCHER STREET, NEW YORK.

NEW JERSEY STEEL AND IRON COMPANY,
TRENTON, N. J.,

Represented by COOPER, HEWITT & CO., No. 17 Burling Slip, New York,

MAKERS OF

ROLLED IRON BEAMS,

CHANNEL BARS, TRENTON STEEL TOP RAILS, &c. ALSO,

THE MARTIN STEEL!

The best and cheapest material for FIREBOX PLATES, and all Machinery uses

A. W. LADD,

NO. 5 DEY STREET, NEW YORK,

Will cut to order for Bridge and Railroad Builders, WHITE PINE, GEORGIA and FLORIDA PINE, HEMLOCK and OAK TIMBER.

Agent for ROBERT BROWN, Telegraph Contractor.

Telegraph Lines of any length built with Brooks' Patent Paraffine or Glass Insulation and American Compound or English Galvanized Wire at the lowest rates and shortest notice. Also, Wire Fence for Railroads.

REFERENCES:

All the leading Telegraph Companies in the United States.

PACIFIC MAIL

Steamship Company's

LINE TO

California, Japan and
China.

VIA PANAMA,
CARRYING MAILS, PASSENGERS AND
FREIGHT TO
ASPINWALL, PANAMA, SANTA MARTHA AND
GREYTOWN, AND PACIFIC COAST OF
MEXICO, CENTRAL AMERICA, PERU,
AND CHILI.

Sept. 20, 1873—Steamer RISING STAR, Capt. J. B. HILDEBRETH, will leave Pier No. 42, North River, at 12 o'clock noon for Aspinwall direct, connecting at Panama with the steamer ARIRONA, Capt. Austin, leaving Panama for San Francisco, and calling at Acapulco, Mazatlan, Manzanillo and San Diego; also connecting for all Central American and South Pacific Ports. Freight for these ports received until 5 P. M. of 18th September only. Departures of 20th each month from New York connect with the Company's steamer, touching at San Benito, Tonata, Salina Cruz and Port Angel. The steamship COSTA RICA will leave San Francisco on Sept. 24, for Honolulu, Sandwich Islands.

One of the company's splendid steamers will leave San Francisco, Sept. 16, 1873 for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

GEO. H. BRADBURY, Pres't.

H. J. BULLAY, Sup't.

Established 1820.

William J. Young & Sons,

SUCCESSORS TO

WM. J. YOUNG, WM. J. YOUNG & CO.,
WM. J. YOUNG & SON,

**MATHEMATICAL & ENGINEERING
Instrument Manufacturers,**

AT THEIR OLD LOCATION
43 NORTH SEVENTH STREET,
PHILADELPHIA,

Have so increased their facilities as to believe they can in future keep a full supply of instruments on hand.

NICKEL

AND

SILVER PLAITING,

Bronzing and Coppering

IN ALL STYLES BY

A. W. LADD,

5 Dey St., Room 7, N. Y.

RAILROAD IRON.

THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh Rails, and of any required weight and pattern
PERKINS LIVINGSTON & POST,
31 New St., cor. of Exchange Place,
NEW YORK.

FOG SIGNALS,

OR

ALARM TORPEDOES.

ALWAYS RELIABLE.

W. BAILEY LANG & CO.,

54 CLIFF STREET, NEW YORK,

No. 9 LIBERTY SQUARE, BOSTON.

VOSE, DINSMORE & CO.,

National Spring Works,

MANUFACTURERS OF

VOLUTE**RUBBER CENTER SPIRAL,**

Compound Spiral,

INDIA RUBBER,**DINSMORE NEST SPIRAL,**

AND OTHERS

Railway Car Springs;

ALSO IMPORTERS OF AND DEALERS IN

General Railway Supplies,

No. 32 WARREN, cor. of Church Street,

NEW YORK.

52 Fifth Avenue, Chicago.

720 North Second Street, St. Louis.

HARRISBURG FOUNDRY

—AND—

Machine Works,

(Branch of Harrisburg Car Manufacturing Co.)

HARRISBURG, PENN.,

MANUFACTURERS OF

MACHINISTS' TOOLS,

SUCH AS

Lathes, Planers, Shaping and Slotting Machines, Bolt Cutting and Nut Tapping Machines, &c.

W. T. HILPRUP, Treasurer.

HEYERDAHL, SCHÖNBERG & CO.31 Pine Street,
NEW-YORK.**10 Cornhill, E.C.
LONDON.****STEEL AND IRON RAILS.**

Sole Agents in the United States for

**SAMUEL FOX & CO.'S
Bessemer Steel Rails.****RAILROAD SECURITIES NEOTIATED****RAILROAD IRON.**2,000 tons best Welsh make 56 lbs.
1,000 Extra quality 56 lbs.

For sale by

DANA & CO.,
18 William street.**RAILROAD IRON.**THE undersigned agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.M. K. JESUP & COMPY,
59 Liberty St., New York.

ALBERT C. McNAIRY, President.

HENRY M. CLAFLEN, Vice-Pres't & Treas.

CLEVELAND BRIDGE & CAR WORKS,

[ESTABLISHED IN 1850.]

THE

McNairy & Claflen Mfg. Co.,

PROPRIETORS,

BUILDERS OF

Railway & Highway**BRIDGES,****ROOFS,****Turn Tables, Transfer****Tables,**

OF IRON AND WOOD.

**Railroad Passenger &
Freight Cars,****Street Railroad Cars.**

Post's Patent Iron and Combination Bridges, Howe Truss Bridges with Patent Iron Clamp, Street Railroad Cars with Higley's Patent Running Gear and Brake; also Substructures of Pneumatic and Screw Piles.

Offices: Waring Block, Cor. Bank and St. Clair Sts.

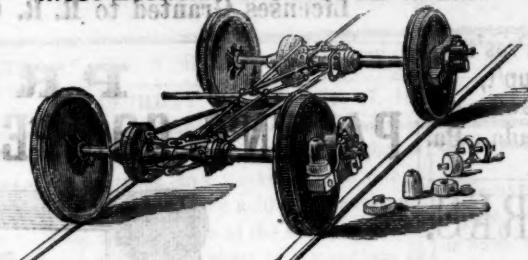
Works: On Wason, Hamilton and Lake Sts.

CLEVELAND, OHIO.

SIMEON SHELDON, Engineer.



The Lightest Running, Easiest Riding, and most Economical Street Car in use.



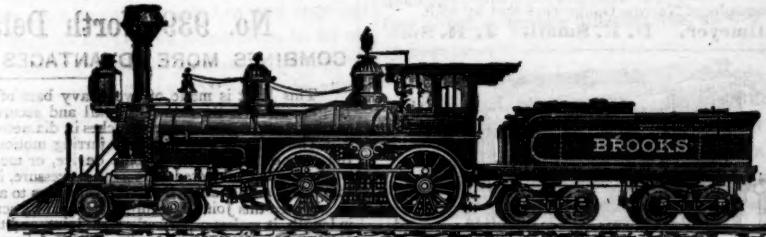
Higley's Patent Street Car Running Gear and Brake, Made and Sold by the McNairy & Claflen Manufacturing Co., Cleveland, O.

HARVEY T. CLAFLEN, Sup't.

JOHN COON, Sec'y.

Brooks Locomotive Works,

DUNKIRK, N. Y.



Orders Solicited for Locomotives Adapted for Every Class of Railway Service.

M. L. HINMAN, Sec'y & Treas.

H. G. BROOKS, Pres't & Sup't.

Safe Car Lamp.**MINERAL SPERM OIL.****Williams, Page & Co.,**

BOSTON,

Manufacturers of their well-known Car Lamps, and of superior Car Candle Lamps, are making

Mineral Sperm Oil Lamps,

now used by all the Roads in Massachusetts, and many other roads East and West, and by many of the Pullman Palace Cars, in place of Kerosene or Candles. Circular Lithograph and Price List sent when requested.

WILLIAMS, PAGE & CO.

\$72 00 EACH WEEK.

Agents wanted everywhere. Business strictly legitimate, Particulars free. Address, J. WORTH & Co., St. Louis, Mo.

THE TAUNTON LOCOMOTIVE MANUFACTURING COMPANY,**TAUNTON, MASS.**

Having large facilities, and having had a long experience in the business, are prepared to furnish

LOCOMOTIVES,

EITHER FOR BURNING WOOD OR COAL,

OF THE MOST APPROVED CONSTRUCTION.

ALSO ALL KINDS OF

RAILROAD MACHINERY,

STATIONARY ENGINES AND BOILERS,

SUGAR MILLS, SHAFTING, ETC.

HARRISON TWEEDE,

Agent and Treasurer.

P. I. PERRIN, Sup't.

THE WHARTON
Safety Railroad Switch.

BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

Address,

**ABRAHAM BARKER, Pres't,
Or WM. WHARTON, Jr., Sup't,
Of the Wharton R.R. Switch Co.,
28 South 3d St., Philada., Pa.
O. BOX, 2353. Phila.**

YORK CAR WORKS.

ESTABLISHED IN 1852.

**Billmeyer & Smalls,
YORK, PENN.**

This old established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly.

They have furnished the following Roads with Narrow Gauge freight cars, viz: Denver and Rio Grande, Kansas Central, North and South R. R. of Ga., Iowa Eastern, Painesville and Youngstown, Ripley R. R. of Miss., Utah and Northern, Costa Rica R. R., C. A., and others.

Photographs of Narrow Gauge cars sent by mail.
C. Billmeyer. D. E. Small. J. H. Sma.



MANUFACTURERS OF
Street and Narrow Gauge Cars.
CARS BUILT IN SECTIONS FOR SHIPMENT.

Works and Office, one block from Penn. Cent. R. R. Depot,
PHILADELPHIA. PA.

EDWARD J. ETTING,
105 Walnut St., Philadelphia,
MANUFACTURERS' AGENT FOR THE SALE OF
AMERICAN AND FOREIGN

RAILROAD IRON

Of every Size, Weight and Pattern.
ROLLING STOCK & SUPPLIES.

Old Rails Re-Rolled & Exchanged for New.
Iron Received on Storage, in Bond or Free,
Weighed and Delivered. Wharf connected by Track with
Philadelphia and Reading Railroad.

Special attention paid to the Purchase and Sale of
Old Railroad and Scrap Iron.

CONSIGNMENTS SOLICITED.

WM. COURTEENAY, President.

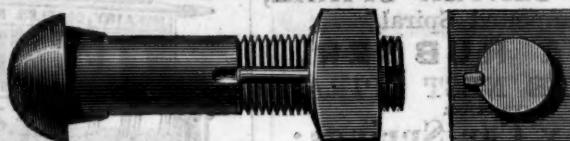
CHAS. F. COBB, Secretary.

THE LOCK-NUT & BOLT COMPANY OF NEW YORK,
No. 61 Broadway, New York.

Manufacturers of all kinds of **BOLTS** for **FISH-BARS**, **BRIDGES**, **CARS**, **MACHINERY**, &c., with the
"CUMMING NUT-LOCK," the only method of locking a nut to the bolt.

PATENTED

June 16, 1868.



IMPROVED

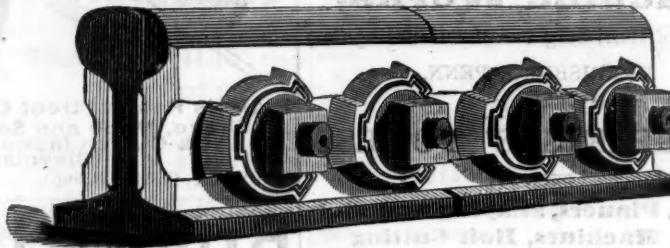
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Unequalled for Cheapness, Simplicity and Effectiveness.

DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, over which the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut. Severely tested for over four years, they have never failed, and are now in use on over fifty Railroads, giving perfect satisfaction. We solicit a trial anywhere.

LICENSES GRANTED TO R. R. COMPANIES, CAR BUILDERS AND OTHERS.

**PRATT'S
PATENT COMPENSATING FISH-JOINT,**



MADE BY

**VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.**

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.
That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

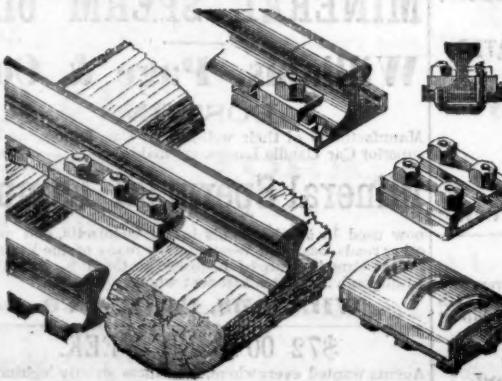
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make a PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.



FISHER'S PATENT

Wrought Iron

RAIL JOINTS,

MADE BY

FISHER & NORRIS,

TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.